



Priority Safety Corridor Plan Concept Alternatives

Welcome!

This survey is intended to share draft concepts for the Wichita Priority Safety Corridor Plan for Broadway Avenue for review, comment, and questions. Comments received through this survey and other stakeholder engagement will help guide preferred alternative selection and concept design moving forward.

Please know that your survey responses are anonymous and not connected with your personal contact information.

The survey takes approximately 15 minutes. Your participation is greatly valued!



Priority Safety Corridor Plan Concept Alternatives

Project Background

The purpose of the Priority Safety Corridor Plan for Broadway Avenue is to recommend ways to make Broadway between 3rd Street and 11th Street safer and more inviting for people traveling along and across the street. The Plan will include short-term and long-term options with an emphasis on safety improvements.

The project builds on previous community planning efforts including the Historic Midtown Neighborhood Transportation and Streetscape Plan, and the Wichita Pedestrian and Bicycle Master Plans. In addition, concept development will be informed and guided by input from stakeholders including agency partners and the general public.

Context for Concept Alternatives

The concepts on the following pages illustrate two primary concept alternatives that can be made possible by converting Broadway Avenue from a four lane road to a three lane road. The proposed change includes one travel lane in each direction and a two-way center left turn lane. Four to three lane conversions, also called "road diets," are proven to reduce crashes for all types of transportation by reducing turning conflicts and encouraging more predictable driver behavior. Road diets also improve pedestrian crossings by reducing the number of lanes people must cross and creating opportunities to shorten pedestrian crossing distances through infrastructure improvements like curb extensions and center median islands. Another benefit of road diets is that they free up space for other uses, such as bike lanes or on-street parking.

Dedicated Bikeway Alternative

- The Wichita Bicycle Master Plan identifies Broadway Avenue as a potential future bikeway
- Many people currently bike on the sidewalk, indicating a demand for a dedicated bikeway
- Stakeholders expressed a desire for dedicated bike facilities during public engagement in July
- Concepts include a range of bikeway types that provide varying levels of separation between bicyclists and motorists

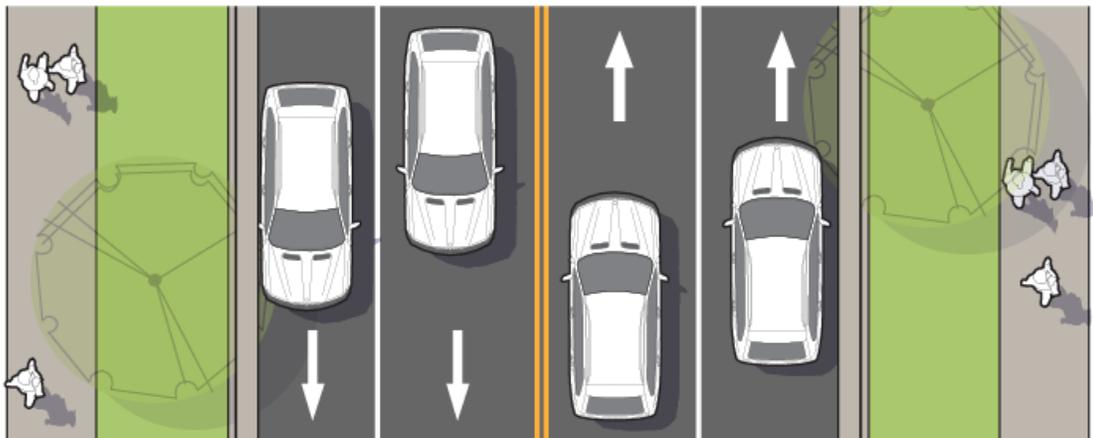
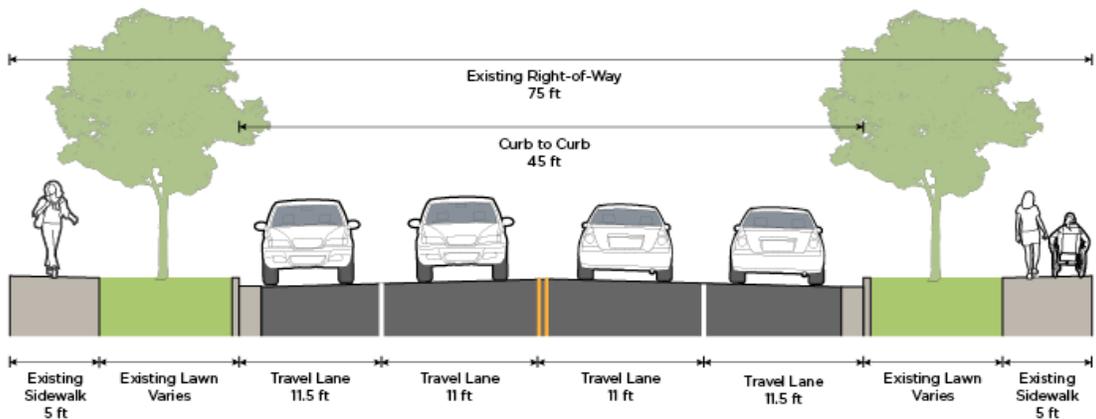
On-Street Parking Alternative

- The Historic Midtown Neighborhood Transportation and Streetscape Plan called for a road diet with on-street parking on one side of the street north of Murdock Avenue.
- The Midtown Plan provides a long-term vision for Broadway Avenue with a greater mix of uses, higher density of development, and a reduction in off-street parking availability.

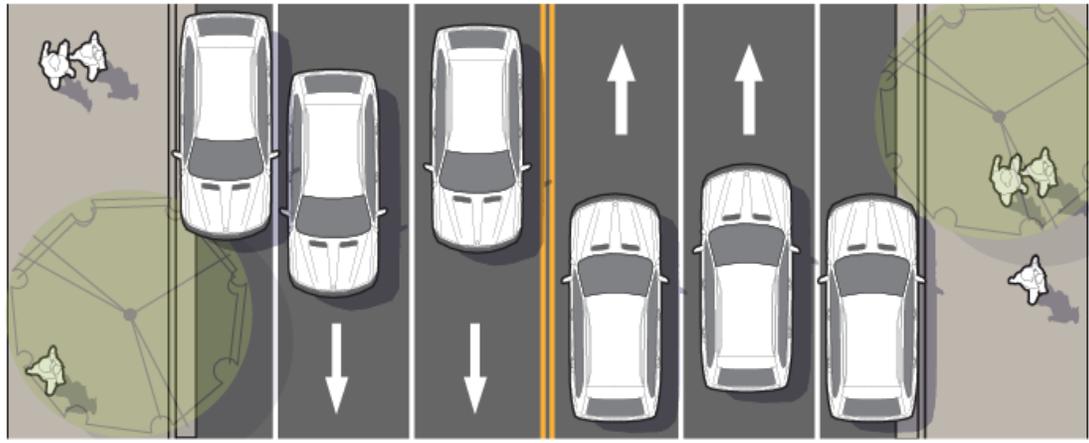
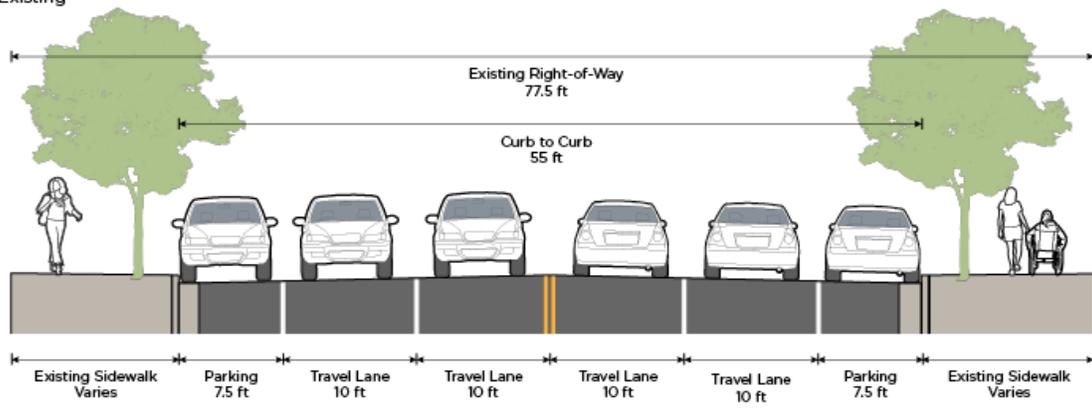
Existing Conditions in the Project Area

The following images illustrate existing conditions in the project area between 3rd Street and 11th Street. Today, Broadway Avenue has two travel lanes in each direction with no turn lanes. On-street parking is available on the south end of the project area for one block between 3rd Street and Central Avenue. On-street parking is not permitted between Central Avenue and 11th Street. Sidewalks are present on both sides of the street. Dedicated bicycle facilities are not currently provided.

N Broadway Ave
Central Ave to 11th St
Existing



N Broadway Ave
3rd St to Central Ave
Existing

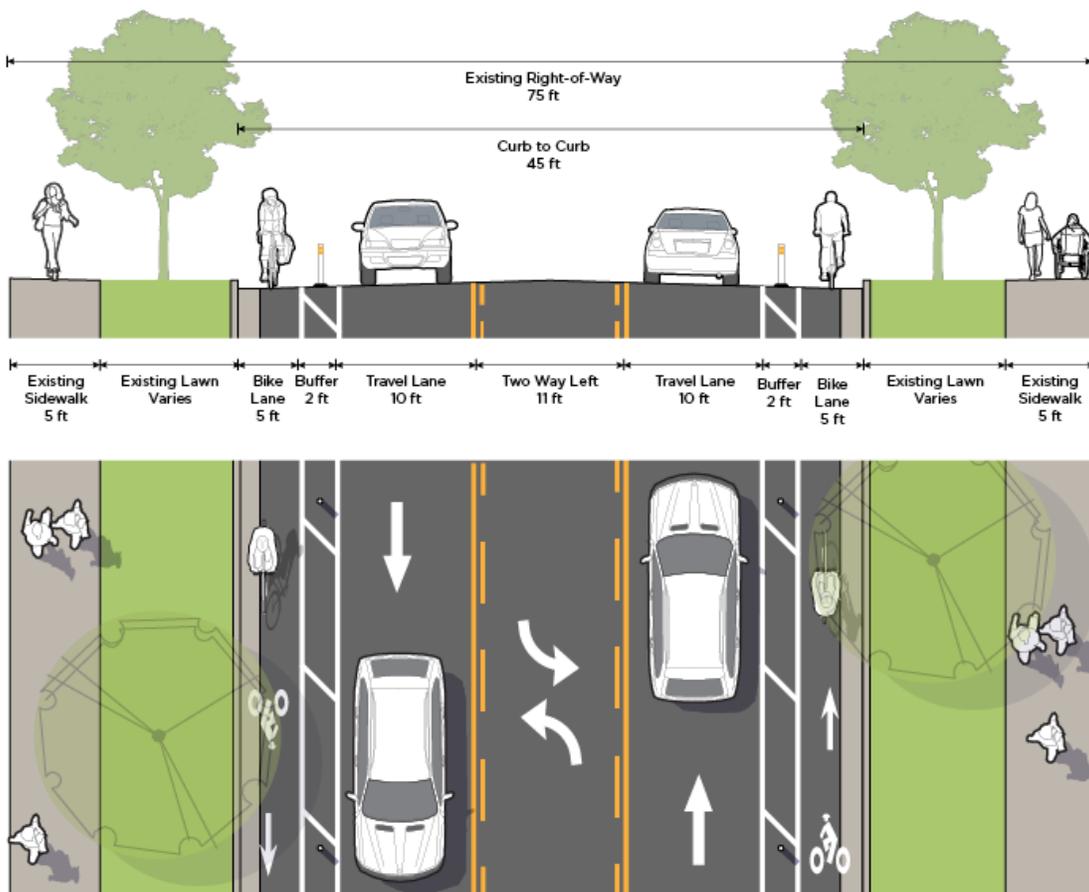


Broadway Avenue between Central Avenue to 11th Street

The following images illustrate short-term and long-term alternatives for Broadway Avenue between Central Avenue and 11th Street. Concepts on this page are labeled Concept A through Concept F. Below each illustration is a comment box where you can share feedback about what you like or dislike about the corresponding concept alternative.

Concept A

N Broadway Ave
Central Ave to 11th St
Dedicated Bike Facilities: Short Term Option



Changes:

Three lane conversion improves safety for all and simplifies turning movements for drivers

Buffered bike lanes provide a dedicated space for people bicycling

Flex-posts provide vertical separation between bicyclists and drivers

Fewer traffic lanes for pedestrians to cross

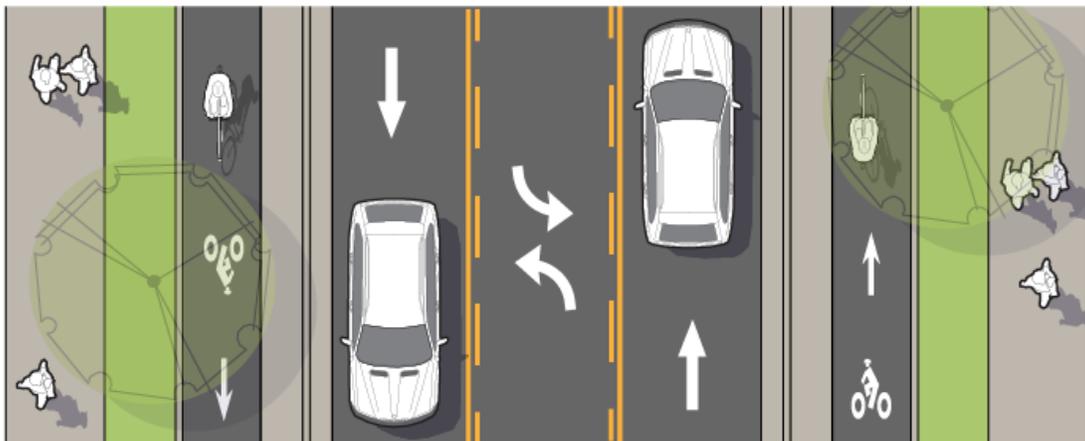
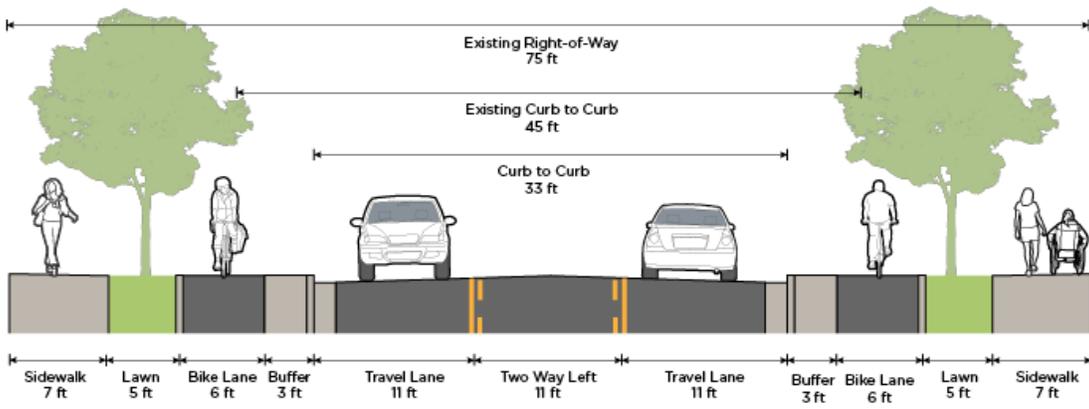
1 Please share any comments that you have about **Concept A** in the space below

I like this concept because...

I dislike this concept because...

Concept B

N Broadway Ave
Central Ave to 11th St
Dedicated Bike Facilities Raised Protected Bikeway: Long Term Option



Changes:

Three lane conversion improves safety for all and simplifies turning movements for drivers

Curb separated bike lanes provide a dedicated, comfortable space for people bicycling

Shorter crossing distance for pedestrians

Fewer traffic lanes for pedestrians to cross

2

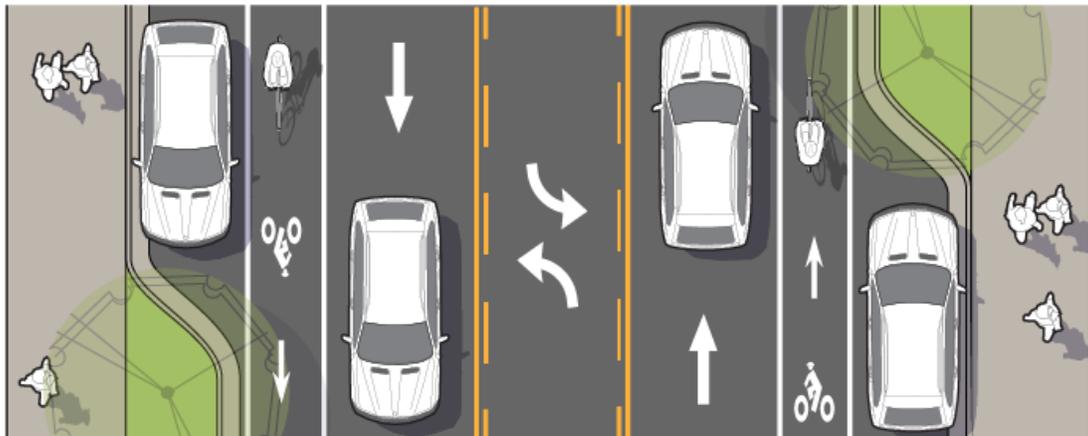
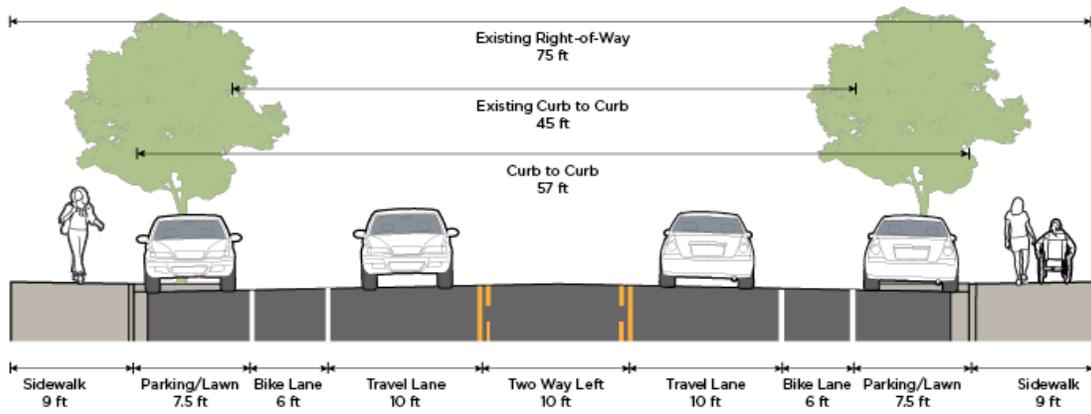
Please share any comments that you have about **Concept B** in the space below

I like this concept because...

I dislike this concept because...

Concept C

N Broadway Ave Central Ave to 11th St Dedicated Bike Facilities and On-Street Parking: Long-Term



Changes:

Three lane conversion improves safety for all and simplifies turning movements for drivers

Bike lanes provide a dedicated space for people bicycling

On-street parking may be provided on one or both sides of the street and alternate with planting strips to preserve vegetation

Curb extensions reduce crossing distances for pedestrians and provide more space for sidewalk and transit amenities

Fewer traffic lanes for pedestrians to cross

Note: There are approximately 2,082 surface parking lot spaces available along the corridor. A parking utilization study conducted during the Midtown Neighborhood Transportation and Streetscape Plan found that surface parking spaces were utilized at 23 percent. In the long-term, the demand for on-street parking could increase if existing surface parking lots are developed as envisioned in the Midtown Neighborhood Transportation and Streetscape Plan.

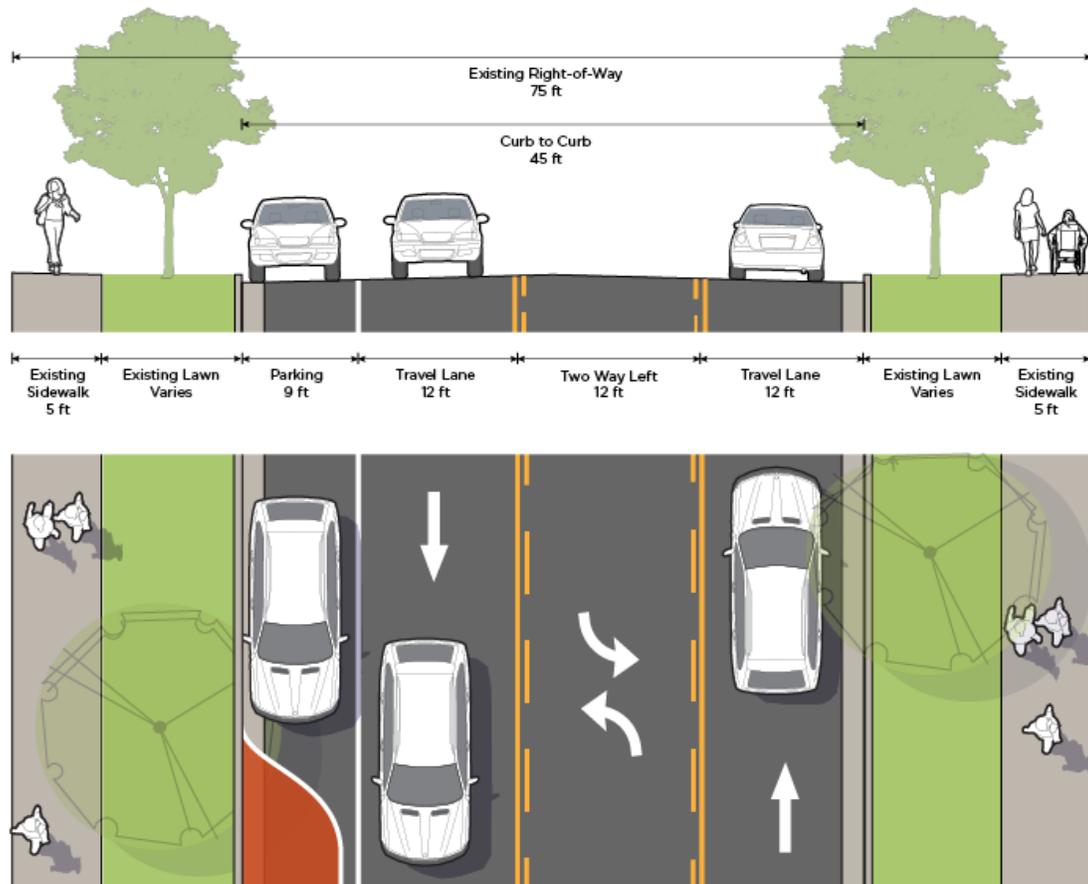
3 Please share any comments that you have about **Concept C** in the space below

I like this concept because...

I dislike this concept because...

Concept D

N Broadway Ave
Central Ave to 11th St
On-Street Parking: Short Term Option



Changes:

Three lane conversion improves safety for all and simplifies turning movements for drivers

Curb extensions reduce crossing distances for pedestrians. In the near term, temporary curb extensions could be created with paint and flex-posts.

Fewer traffic lanes for pedestrians to cross

On-street parking on one side of the street could add up to 69 spaces on the west side of the street or 101 spaces on the east side

Note: There are approximately 2,082 surface parking lot spaces available along the corridor. A parking utilization study conducted during the Midtown Neighborhood Transportation and Streetscape Plan found that surface parking spaces were utilized at 23 percent. A utilization rate of 90 percent would indicate that sufficient but not excessive parking is provided.

4

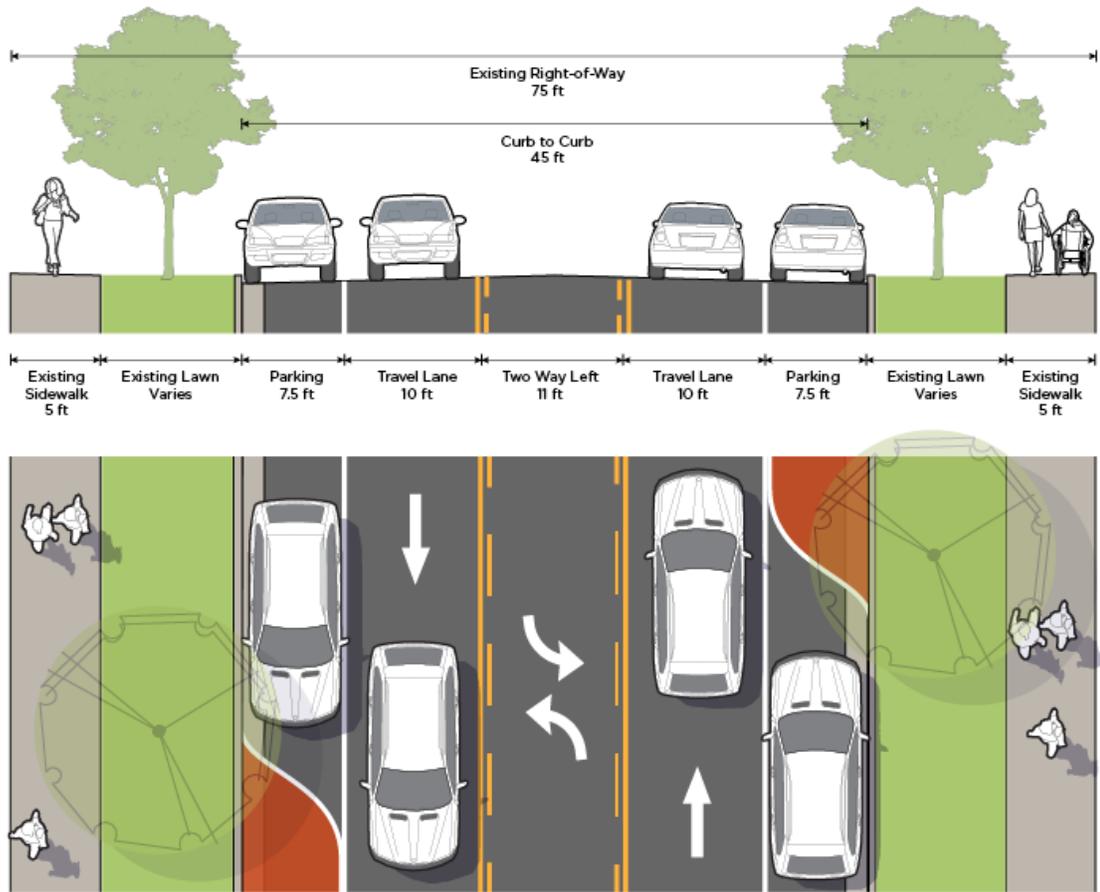
Please share any comments that you have about **Concept D** in the space below

I like this concept
because...

I dislike this concept
because...

Concept E

N Broadway Ave
 Central Ave to 11th St
 On-Street Parking: Short Term Option



Changes:

- Three lane conversion improves safety for all and simplifies turning movements for drivers
- Curb extensions reduce crossing distances for pedestrians. In the near term, temporary curb extensions could be created with paint and flex-posts.
- Fewer traffic lanes for pedestrians to cross
- On-street parking on both sides of the street could add up to 170 spaces in the project area.

Note: There are approximately 2,082 surface parking lot spaces available along the corridor. A parking utilization study conducted during the Midtown Neighborhood Transportation and Streetscape Plan found that surface parking spaces were utilized at 23 percent. A utilization rate of 90 percent would indicate that sufficient but not excessive parking is provided.

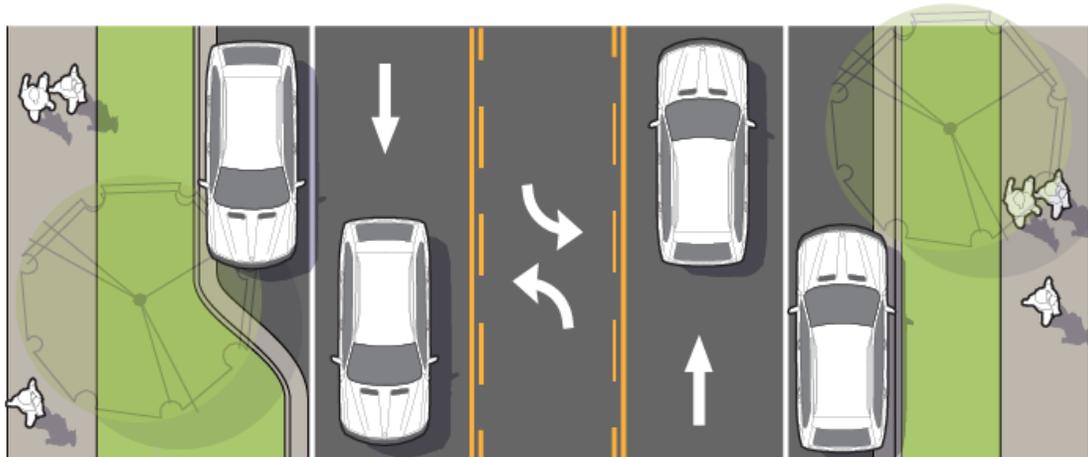
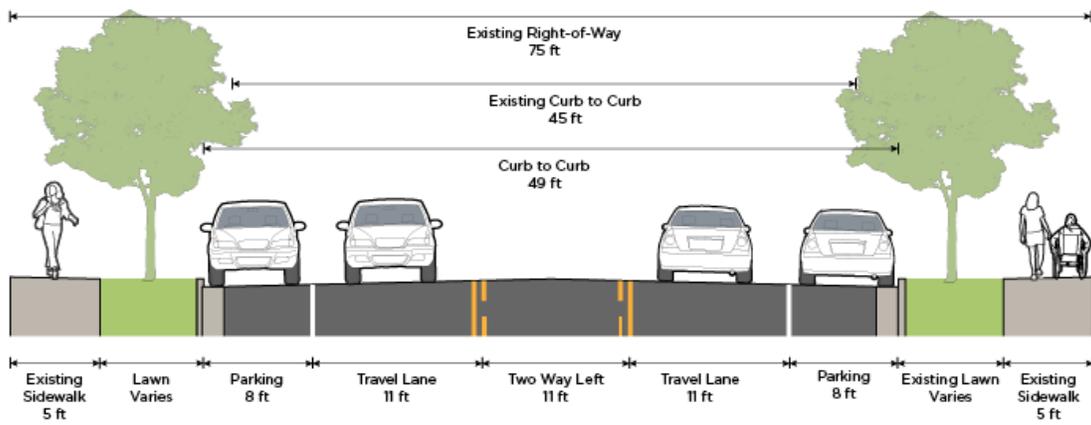
5 Please share any comments that you have about **Concept E** in the space below

I like this concept because...

I dislike this concept because...

Concept F

N Broadway Ave
 Central Ave to 11th St
 On-Street Parking: Long Term Option



Changes:

- Three lane conversion improves safety for all and simplifies turning movements for drivers
- Curb extensions reduce crossing distances for pedestrians and provides more space for sidewalk amenities
- Fewer traffic lanes for pedestrians to cross
- On-street parking on both sides of the street could add up to 170 spaces in the project area
- Widening the roadway allows for preferred parking and travel lane widths

Note: There are approximately 2,082 surface parking lot spaces available along the corridor. A parking utilization study conducted during the Midtown Neighborhood Transportation and Streetscape Plan found that surface parking spaces were utilized at 23 percent. In the long-term, the demand for on-street parking could increase if existing surface parking lots are developed as envisioned in the Midtown Neighborhood Transportation and Streetscape Plan.

6 Please share any comments that you have about **Concept F** in the space below

I like this concept because...

I dislike this concept because...

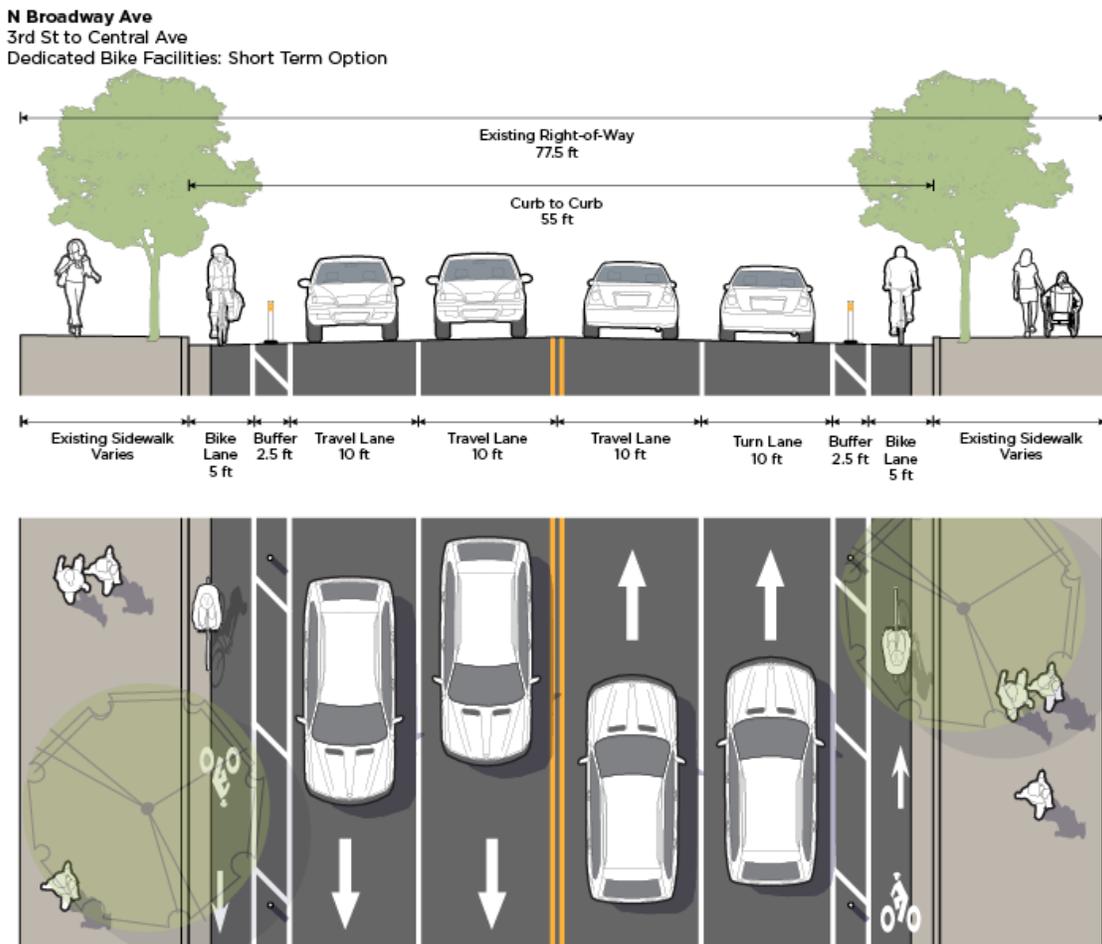
7 Please use the space below to share any additional comments or ideas about the concepts on this page.

Broadway Avenue between 3rd Street and Central Avenue

The following images illustrate short-term and long-term alternatives for Broadway Avenue for one block between 3rd Street and Central Avenue. Concepts on this page are labeled Concept G through Concept O. Below each illustration is a comment box where you can share feedback about what you like or dislike about the corresponding concept alternative.

The first two of images illustrate near-term options in the scenario that Broadway Avenue remains a four lane roadway between 3rd Street and Central Avenue.

Concept G



Changes:

Buffered bike lanes provide a dedicated space for people bicycling

On-street parking is removed

8

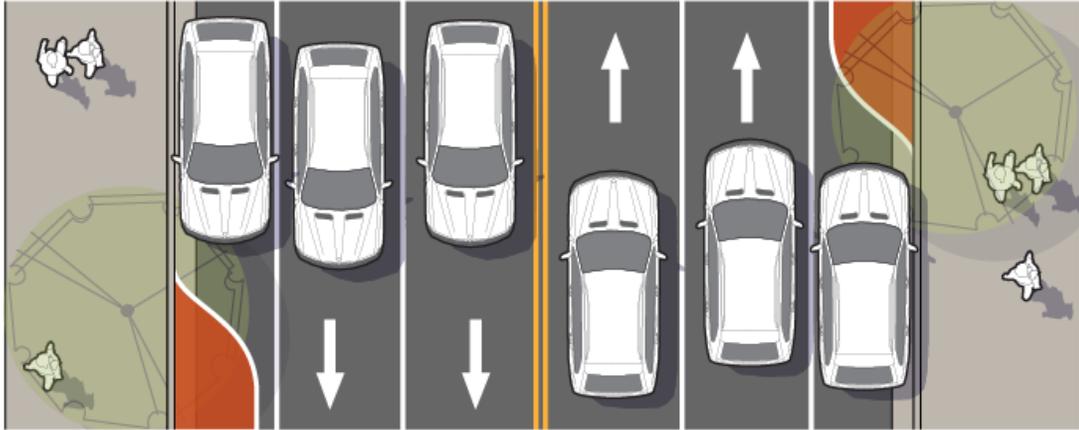
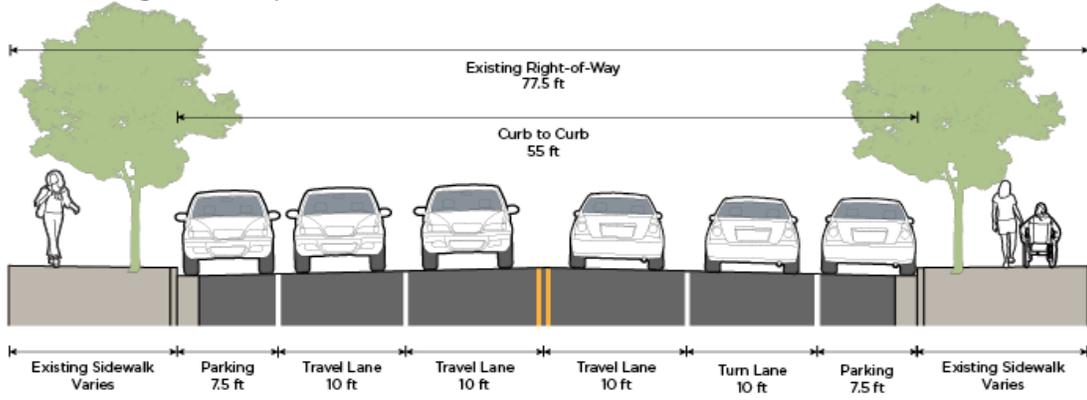
Please share any comments that you have about **Concept G** in the space below

I like this concept because...

I dislike this concept because...

Concept H

N Broadway Ave
3rd St to Central Ave
On-Street Parking: Short Term Option



Changes:

Curb extensions reduce crossing distances for pedestrians. In the near term, temporary curb extensions could be created using paint and flex-posts.

9

Please share any comments that you have about **Concept H** in the space below

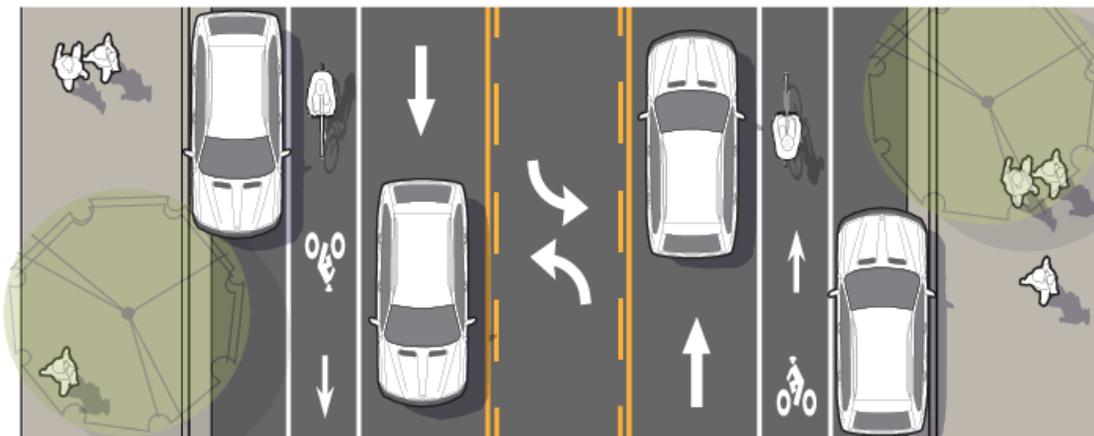
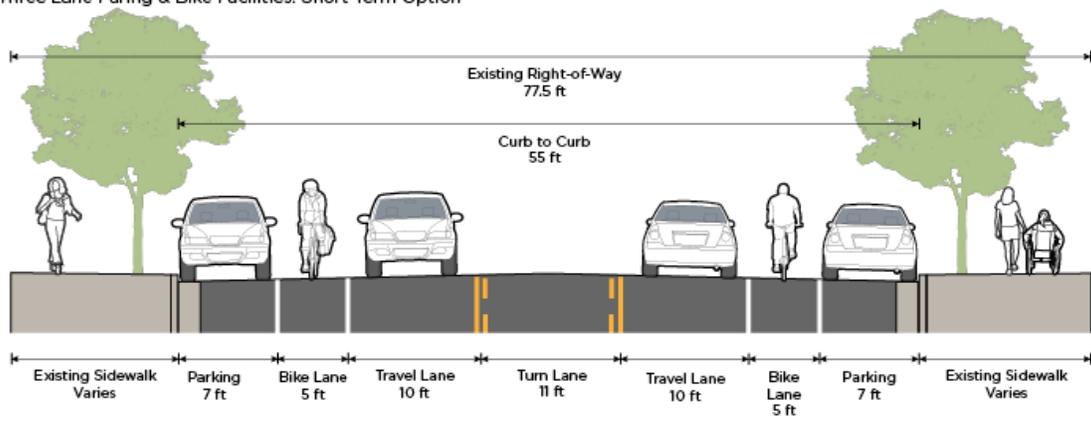
I like this concept
because...

I dislike this concept
because...

The remaining images on this page illustrate near-term and long-term options in the scenario that Broadway Avenue is converted to a three lane roadway between 3rd Street and Central Avenue.

Concept I

N Broadway Ave
3rd St to Central Ave
Three Lane Paring & Bike Facilities: Short Term Option



Changes:

Three lane conversion improves safety for all and simplifies turning movements for drivers

Bike lanes provide a dedicated space for people bicycling

Fewer traffic lanes for pedestrians to cross

Note: This alternative requires minimum widths for parking lanes, bike lanes, and vehicular traffic lanes. Bicycle facilities with greater separation from vehicle traffic are more comfortable and inviting to a wider range of potential bicyclists.

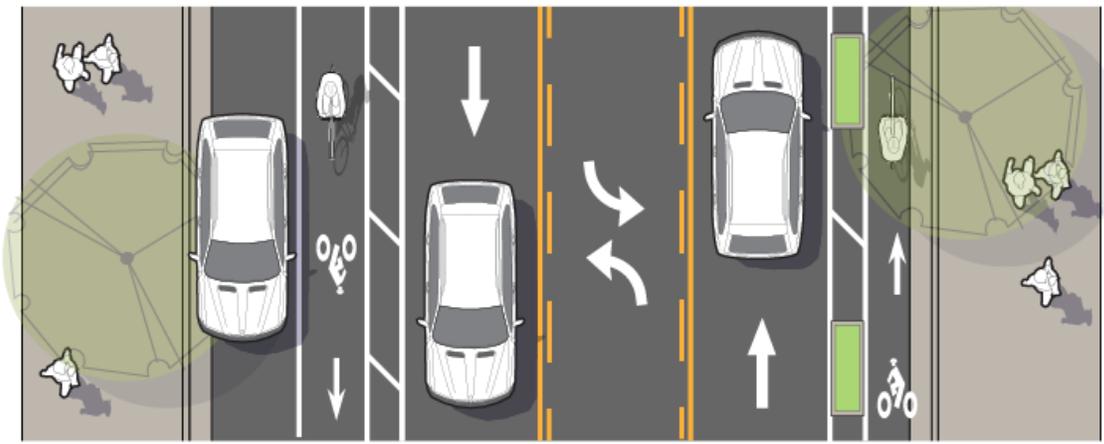
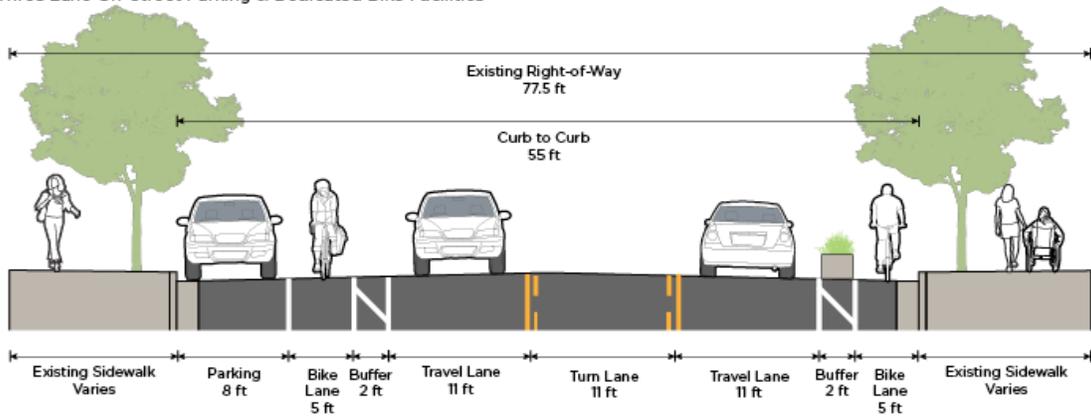
10 Please share any comments that you have about **Concept I** in the space below

I like this concept because...

I dislike this concept because...

Concept J

N Broadway Ave
3rd St to Central Ave
Three Lane On-Street Parking & Dedicated Bike Facilities



Changes:

- Three lane conversion improves safety for all and simplifies turning movements for drivers
- Buffered bike lanes provide a dedicated space for people bicycling
- Planters provide vertical separation between bicyclists and drivers and add greenery to the street
- Fewer traffic lanes for pedestrians to cross
- On-street parking is removed from one side of the street

11

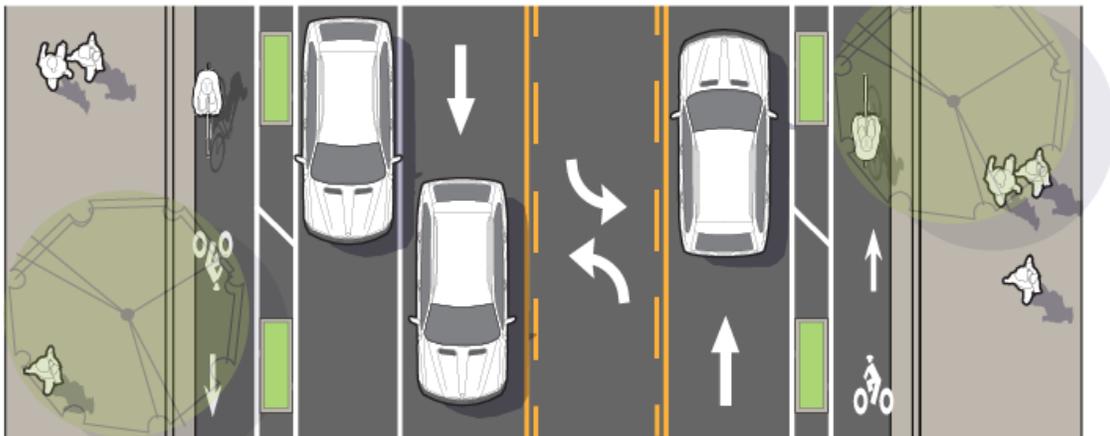
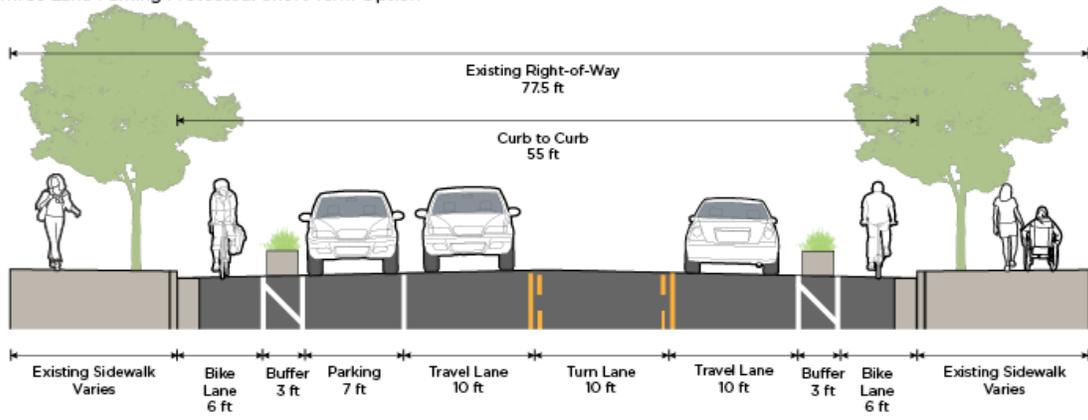
Please share any comments that you have about **Concept J** in the space below

I like this concept because...

I dislike this concept because...

Concept K

N Broadway Ave
3rd St to Central Ave
Three Lane Parking Protected: Short Term Option



Changes:

- Three lane conversion improves safety for all and simplifies turning movements for drivers
- Separated bike lanes provide a dedicated space for people bicycling
- Planters provide vertical separation between bicyclists and drivers and add greenery to the street
- On-street parking provides additional vertical separation between bicyclists and drivers on one side of the street
- Fewer traffic lanes for pedestrians to cross
- On-street parking is removed from one side of the street

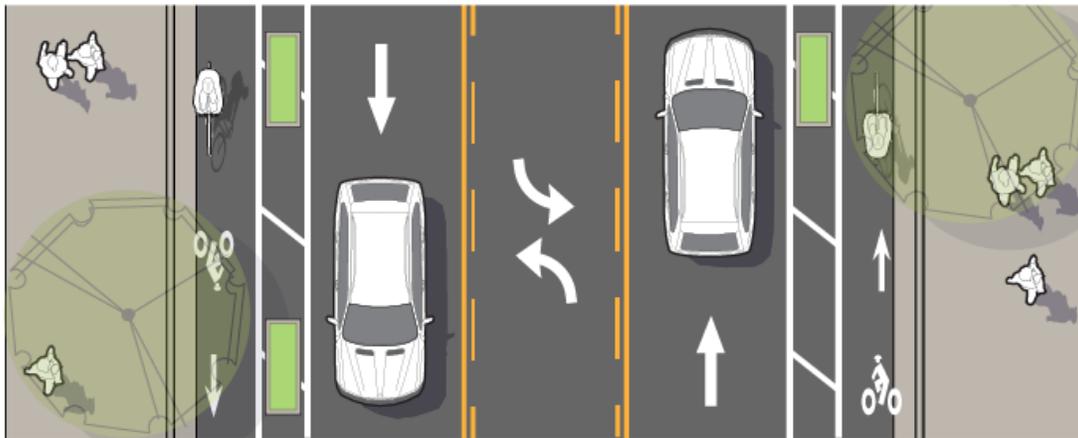
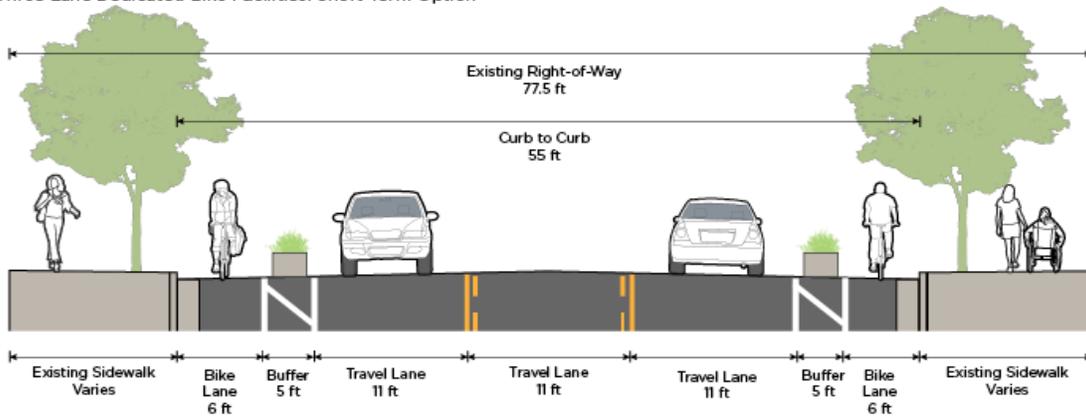
12 Please share any comments that you have about **Concept K** in the space below

I like this concept because...

I dislike this concept because...

Concept L

N Broadway Ave
3rd St to Central Ave
Three Lane Dedicated Bike Facilities: Short Term Option



Changes:

- Three lane conversion improves safety for all and simplifies turning movements for drivers
- Separated bike lanes provide a dedicated space for people bicycling
- Planters provide vertical separation between bicyclists and drivers and add greenery to the street
- Fewer traffic lanes for pedestrians to cross
- On-street parking is removed to allow for wider travel lanes and buffer space

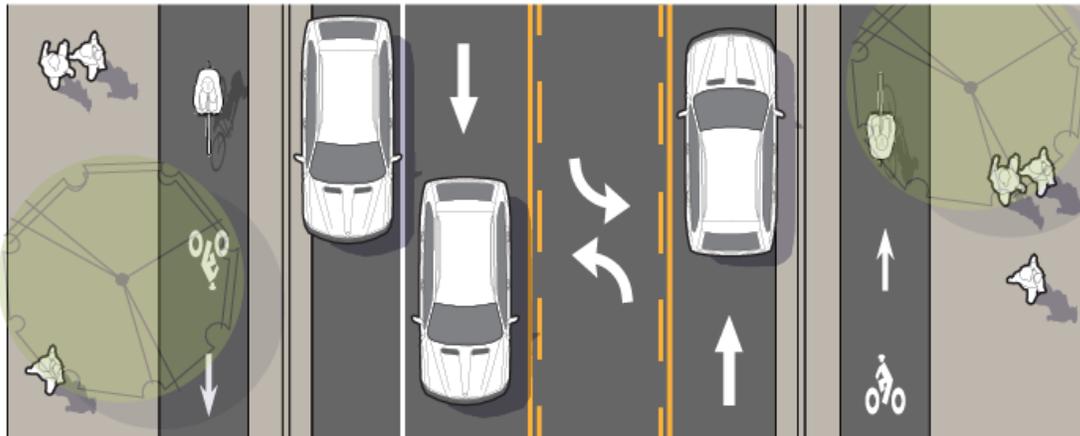
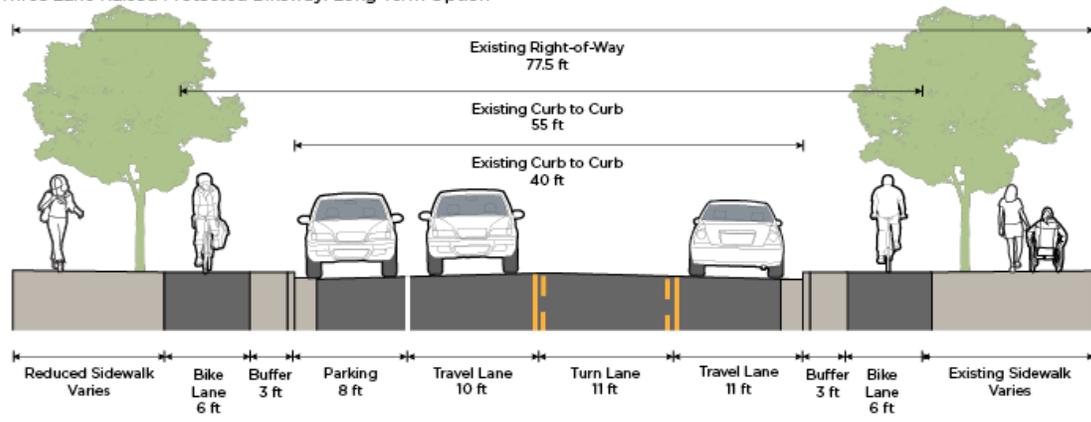
13 Please share any comments that you have about **Concept L** in the space below

I like this concept because...

I dislike this concept because...

Concept M

N Broadway Ave 3rd St to Central Ave Three Lane Raised Protected Bikeway: Long Term Option



Changes:

Three lane conversion improves safety for all and simplifies turning movements for drivers

Curb separated bike lanes provide a dedicated, comfortable space for people bicycling

On-street parking provides additional vertical separation between bicyclists and drivers on one side of the street

Fewer traffic lanes for pedestrians to cross

Shorter crossings for pedestrians at intersections

On-street parking is removed from one side of the street

14

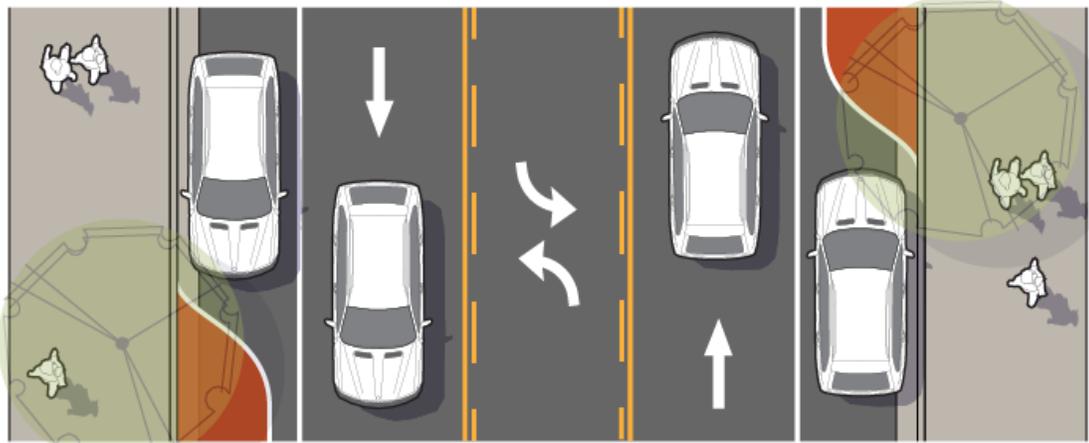
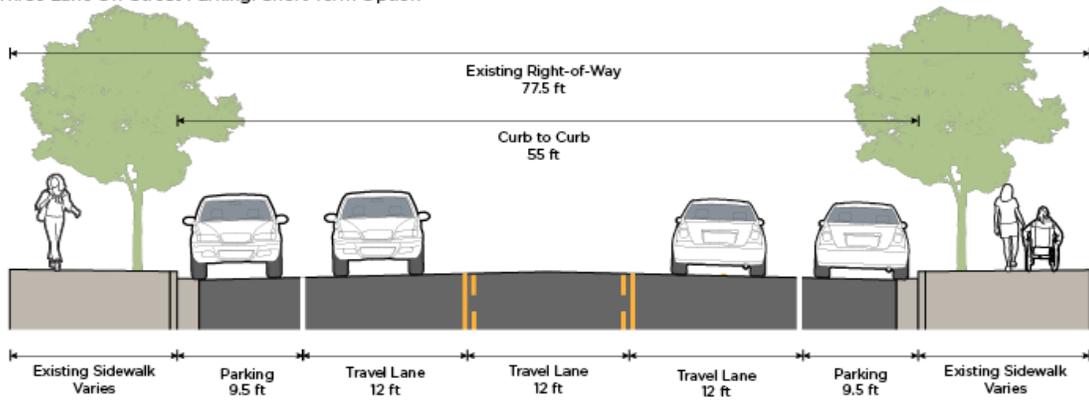
Please share any comments that you have about **Concept M** in the space below

I like this concept because...

I dislike this concept because...

Concept N

N Broadway Ave
3rd St to Central Ave
Three Lane On-Street Parking: Short Term Option



Changes:

Three lane conversion improves safety for all and simplifies turning movements for drivers

Curb extensions reduce crossing distances for pedestrians. In the near term, temporary curb extensions could be created using paint and flex-posts

Fewer traffic lanes for pedestrians to cross

15

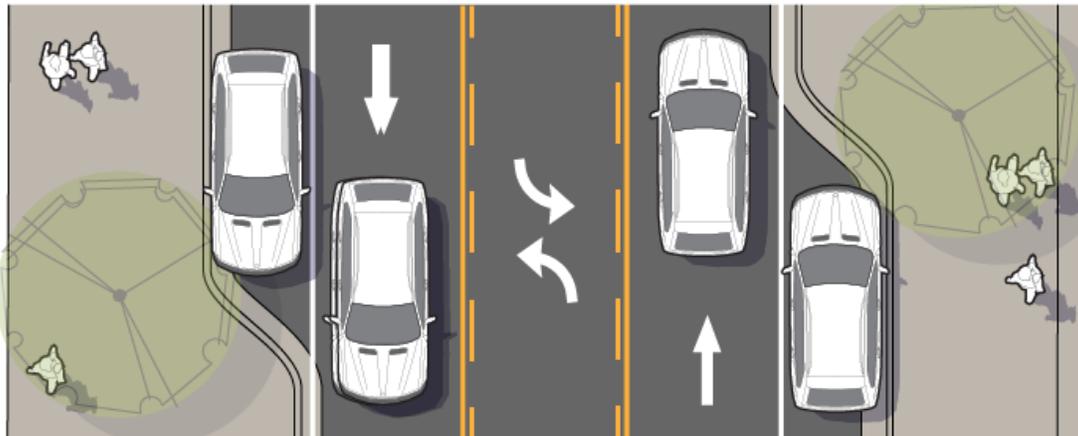
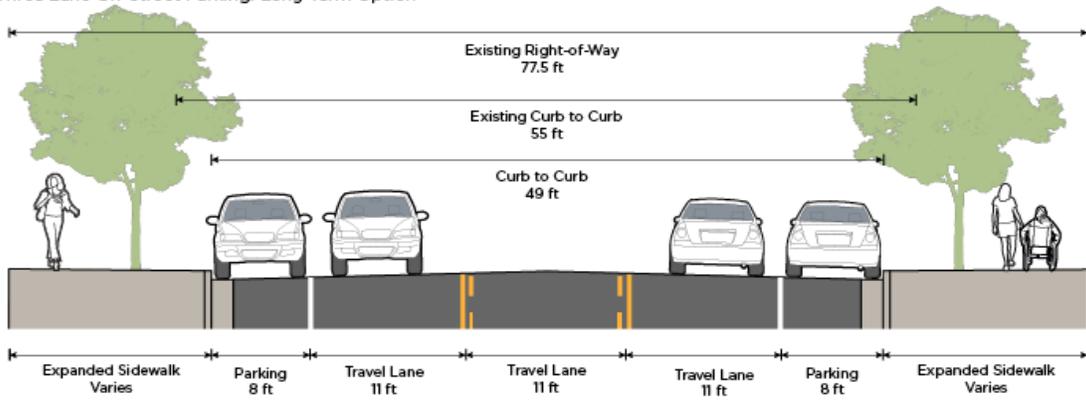
Please share any comments that you have about **Concept N** in the space below

I like this concept because...

I dislike this concept because...

Concept O

N Broadway Ave
3rd St to Central Ave
Three Lane On-Street Parking: Long Term Option



Changes:

Three lane conversion improves safety for all and simplifies turning movements for drivers

Curb extensions reduce crossing distances for pedestrians and provide more space for sidewalk amenities

Fewer traffic lanes for pedestrians to cross

16 Please share any comments that you have about **Concept O** in the space below

I like this concept because...

I dislike this concept because...

17 Please use the space below to share any additional comments or ideas about the concepts on this page.