

# CHAPTER 2

## STAKEHOLDER INVOLVEMENT



The Wichita Bicycle Master Plan (Plan) reflects the values and priorities of Wichita. The public was involved throughout the planning process. Public involvement and input opportunities included the following:

- Wichita Bicycle Master Plan Steering Committee;
- Two public open house events;
- On-line survey;
- Interactive on-line mapping tool;
- Focus groups and briefings; and
- Better Block.

"I used to bike everywhere growing up, but have not since purchasing a vehicle. Really wanting to get back into it."

"I just like to ride for fun now and then."

"I bike with my dog who rides in a basket and loves to go."

Survey Comments

## WICHITA BICYCLE MASTER PLAN STEERING COMMITTEE

The Bicycle Master Plan Steering Committee (Steering Committee) provided guidance and support for the development of the Plan. The nineteen member Steering Committee was appointed by the City Manager and consisted of citizens who volunteered to assist with the project; representatives of public and private agencies; and two elected officials from the Wichita City Council (see "Acknowledgements" for complete list of Steering Committee members).

The Steering Committee met eleven times over the course of the project. They reviewed and provided input on all aspects of the Plan including the following key Plan elements (see Appendix D for meeting dates):

**"Must Have"** (7-19-11 meeting.): Early on in the process, the Steering Committee developed a list of ideas, topics and themes for inclusion in the Plan. This list guided subsequent thinking and Plan development.



Indicate where bike lanes & paths are	Pathway priorities addressed
Youth accessibility	Connections – fill the gaps,
Public health	Implementation – not just planning
Expectation that riding is normal	Mountain bike course – competition level
Improve the wayfinding signage on paths	Linkage to other communities; Bicycle systems
Rail corridor developed	Kids riding bicycles to school,
More bike lanes	Synergy - bicycle commuting
Bicycle culture	Education – cyclist rights on the road
Safe routes to school, Cuts to bus routes,	Destinations - Shopping, schools, etc.
Traction – engage the community	Keep kids healthy

**Draft Goals and Objectives** (7-20-11 meeting.): Also early in the process, the Steering Committee created an initial list of goals and objectives for the Plan. These were subsequently presented at the October Open House, revised, and serve as the bases of Chapter 3, Vision, Goals and Objectives. The initial list:

Connectivity - Fill in missing links in the system, connect to destinations and community.	Maintain the existing system infrastructure of trails, paths etc.
Create a bicycle culture where riding is “normal”.	Educate motorists and cyclists.
Signage/Wayfinding – fun and informative, maps to distribute that show the system	Increase visibility of bicycling in the community with more markings and bike lanes.
Schools: Engage the schools and Universities	Promote riding – For fun, health and wellness
Encouragement - increase bicycle event participation	Address the barrier of distance.
Create a network for all types of cyclists.	

**Study Network** (7-20-11 meeting.): The Study Network is the set of streets and off-street corridors that were studied for possible inclusion in the recommended Bikeway Network (Chapter 5). The Steering Committee reviewed and made suggestions for roadways to include in the Study Network.

**Revised Draft Vision, Goals and Objectives** (2-23-12 meeting.): After receiving input at the October public meeting, the draft goals and objectives were organized into a more formalized and logical structure. The Steering Committee reviewed, discussed and made final revisions to the Plan vision, Goals and Objectives. The results appear in Chapter 3 and form the basis for the Action Plan (Chapter 4), the Bicycle Network and Priorities (Chapter 5) and the Performance Measures (Chapter 6).

**Draft Bikeway Network** (2-23-12 meeting.): The Steering Committee reviewed and provided dozens of comments on the draft, 800 mile Bikeway Network. These comments were incorporated into the a revised draft Bikeway Network that was presented at the second Open House on May 1<sup>st</sup>, 2012.

The Steering Committee found the 800 mile Bikeway Network to be somewhat overwhelming and possibly too expensive to implement. Subsequent discussions led to a decision to create a Priority Bikeway Network as a sub-set of the Bikeway Network.

“I cycle everywhere every day. Wichita has some very nice bike paths but they do not suit the type of cycling that I do. Bike lanes would be nice.”

Meeting Attendee

**Draft Priority Bikeway Network** (5-17-12 meeting.): The draft Priority Bikeway Network was presented at the May 1<sup>st</sup>, 2012 Open House, revised and then presented to the Steering Committee. They provided additional

comments that are reflected in the final Priority Bicycle Network recommendations (Chapter 5).

**Top 11 On-Street, and Top Priority Sidepath Projects** (5-17-12 meeting.): Lists of possible priority projects for early implementation were presented and voted on by members of the public at the May 1<sup>st</sup>, 2012 Open House. The results were presented to the Steering Committee for further discussion. The committee made some revisions with regard to the order of priorities and endorsed the projects identified in the table below:

Facility Name	Description
1 <sup>st</sup> and 2 <sup>nd</sup> Street Bike Lanes	Extend existing bike lanes from I-135 to the Arkansas River (east/west)
2 <sup>nd</sup> Street Bike Lane and Shared Lane Markings	Install mix of bike lanes and shared lane markings from the Arkansas River to Hoover (east/west)
Armour Ave Bicycle Boulevard	Install bicycle boulevard from Douglas Ave to K-96 (north/south)
Douglas Avenue Shared Lane Markings	Install shared lane markings from St. Paul Ave to Edgemoor Ave (east/west)
I-235 East/West Crossing: Central Ave or Maple St	Pending further study, install a side path connection under I-235 and across the "Big Ditch" (east/west)
Market St & Topeka Ave Bike Lanes	Install bike lanes from 21 <sup>st</sup> St to Mt Vernon Rd (north/south)
Mt Vernon Bike Lanes	Install bike lanes from Broadway Ave to Woodlawn Blvd (east/west)
Pedestrian Crossing Signal & Bicycle Boulevard	Install signal to cross Ridge Road and Westport Ave to provide access to Sedgwick County park; install bicycle boulevard starting at Ridge and going west to Glenhurst Street; then south along Holland Ln/Country Acres Ave/Woodchuck to University Ave (north/south)
Perry Ave Bicycle Boulevard + 17th / 18th St Shared Lane Markings	Install bicycle boulevard starting at Perry Ave & 13 <sup>th</sup> St., and going north to via Perry/Portier/20 <sup>th</sup> /Coolidge to 21 <sup>st</sup> Street (north/south) + Install shared lane markings on 17th, then 18th St from I-135 to Perry Ave (east/west)
Sycamore St Bicycle Boulevard	Install a mix of bicycle boulevards and shared lane markings starting at Sycamore and Douglas and going south to 31 <sup>st</sup> Street via Sycamore, Osage, Walker, Orient, and Glenn. (north/south)
Redbud Path	Extend a shared use pathway along the existing rail corridor.

**Review and Endorsement Schedule** (7-12-12): The Steering Committee reviewed, updated and endorsed the schedule for presenting the Plan to neighborhood groups and other stakeholders.

**Plan Endorsement** (11- 20-12): In a unanimous decision, "The Steering Committee endorses the City of Wichita Bicycle Master Plan and recommends endorsement of the Plan by the Wichita City Council".

"Current bike lanes on 1st and 2nd Street should be extended through downtown to paths along the river."

On-line Survey Response from Citizen



# PUBLIC OPEN HOUSE #1

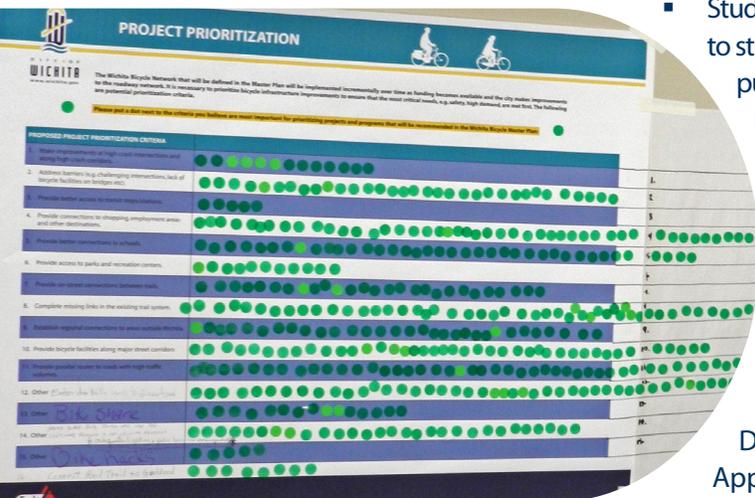
On October 4<sup>th</sup>, 2011, 178 people participated in the Wichita Bicycle Master Plan Open House. Participants provided important input on Plan objectives, priorities, future facilities, and the Plan in general. The event included a series of listening stations where individuals could provide written and verbal comments.



Each of the listening stations was staffed by members of the Steering Committee and/or members of the Technical Advisory Committee. Opening remarks were made by Council Members James Clendenin and Lavonta Williams. A PowerPoint presentation provided an overview of the planning process and examples of bicycle facilities from communities around the United States.

The public provided input on the following elements:

- Types of Bicycle Facilities: Public asked for facility preferences (bike lanes, bicycle boulevards, shared lane markings, paths etc.)
- Goals and Objectives: Using 'stickers', public voted on project goals and objectives for Plan
- Project Priorities: Using 'stickers', public voted on criteria for selecting project priorities
- Study Network - Map of Wichita with recommended streets and paths to study for possible bicycle facilities: Writing directly on the maps – public provided dozens of ideas on where they would like to see bike lanes and other facilities; and where there are barriers to bicycling.



The information and recommendations in Chapter 3, Vision, Goals and Objectives, Chapter 4 Strategies and Action Plan, and Chapter 5 Bicycle Network and Priorities, reflect the outcomes from input received at the public meeting with additional guidance coming from the Steering Committee, the Technical Advisory Committee and the Planning Team. Detailed results from the public meeting can be found in Appendix D.

# PUBLIC OPEN HOUSE #2

On May 1, 2012 more than 100 people participated in the second Wichita Bicycle Master Plan Open House. The event provided an opportunity for members of the public to learn more about the Wichita Bicycle Master Plan and to provide input on Plan recommendations. The event included a PowerPoint presentation about the planning process and recommendations as reflected on the bicycle network maps and other Plan documents. A slideshow of the Better Block event (see Appendix E) was also shown.



The public provided input on the following:

- Bikeway Network - Map of Wichita with recommended bicycle facilities: Writing directly on the maps – public provided dozens of comments on recommended on- and off-road bicycle facilities.
- Priority Bikeway Network – Map of Wichita with a sub-set of the entire Bikeway Network: on the maps –citizens provided comments on the recommended bicycle facilities and what should or should not be included in the Priority Bikeway Network.
- On- and Off-Street Priorities: Using ‘stickers,’ public voted to identify the top ten on-street and top three off-street priority projects.
- Performance Measures: Using comment forms, public provided feedback on draft performance measures.

The recommendations on the final Bikeway Network and Priority Bikeway Network maps along with the list of priority projects in Chapter 5 and the performance measures in Chapter 6 reflect the outcomes from input received at the public meeting with additional guidance coming from the Steering Committee, the Technical Advisory Committee and the Planning Team. Detailed results from the public meeting can be found in Appendix D.

## ON-LINE SURVEY

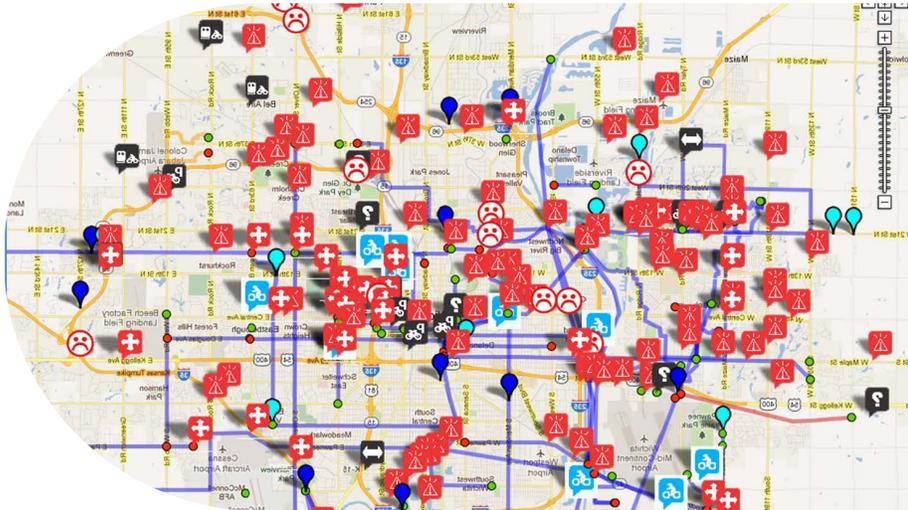
A web-based survey was implemented to solicit further information on bicycling in Wichita. The response was overwhelming. Over the span of three months (September 2011- November, 2011), 1,640 surveys were recorded; approximately 1,200 of them were recorded in the first month. The survey included 12 questions, which took approximately 10-15 minutes to complete. All respondents were asked to provide demographic information. Most respondents were between the ages of 25-64 (78%, 1,275). There was slightly more responses from males than females; male (59%, 839) and female (41% 586). Three percent of the respondents indicated that they have mobility impairment.

The survey provided valuable information that guided the development of the Plan (see Appendix D for full survey results):

- The biggest barrier to bicycling among non-cyclists is fear of motor vehicle traffic
- The main reasons people bicycle is for fitness, fun, visiting family/friends and going shopping/doing errands.
- The most popular bicycle facilities are off-road paths followed by bicycle lanes
- When asked how to improve bicycling in Wichita, the factor most chosen was the need to provide connectivity between both on- and off-road facilities.

# INTERACTIVE ON-LINE MAPPING TOOL

Members of the public were encouraged to identify locations that needed improvements, paths, and descriptive comments on an on-line interactive map. Between September 1, 2011 and November 30, 2011, 192 locations and 67 paths were identified for needing improvements. Table 1 below shows a ranking of the general categories of improvements recorded by map users.



**Table 1: On-Line Map Bicycle Improvement Categories by Rank**

Ranking	Category	Count of Markers
1	Improvement needed (please specify in description field)	88
2	Difficult intersection (please say why in description field)	35
3	Connection needed (e.g. off-street path/trail)	15
4	Important street for bicyclists	12
5	Major barrier (e.g. unfriendly street/bridge, physical obstruction))	11
6	Important street for bicyclists	10
7	Bike parking needed	8
8	Confusing area	5
9	Connection needed (e.g. off-street path/trail)	3
10	I make bike-transit connection here	3

The information gathered from the interactive map was used to inform the development of the study network and to identify intersections that need further study (identified on the Bicycle Network maps).

# TARGETED FOCUS GROUPS AND BRIEFINGS

Focus Groups and Stakeholder briefings were held with groups that provided important information for further understanding bicycling needs and concerns. The meeting objectives were to:

- familiarize meeting attendees with the planning process and make them aware of opportunities for

their involvement;

- gather information pertinent to the Plan; and
- make sure attendees concerns were addressed within the context of the Plan.

Stakeholder focus group interviews were held with Inter-Faith Ministries, Developers, K – 12 Schools, and Wichita Independent Neighborhood Groups. Project briefings were held with bicycle shop owners, downtown stakeholders, foundations, the Health and Wellness Coalition, and the Chamber of Commerce.

The information gathered was used to inform all Plan recommendations including the Bikeway Network, priorities, and performance measures.



## BETTER BLOCK



On April 27 and 28, 2012 the City of Wichita, partnered with the Douglas Design District, local businesses, and volunteers to host a Better Block event at Douglas Avenue and Hydraulic Street.

The Better Block event was a temporary transformation of Douglas Avenue as a more bicycle, pedestrian, and transit-friendly street; mixed with public art, culture, pop-up businesses, and street life. The event provided opportunities for individuals to: ride in a bike lane and cycle track; relax with sidewalk seating; experience public art; utilize later and more frequent bus service (on Friday night); enjoy an assortment of dining and shopping opportunities; admire the pedestrian scale lighting; and try back-in angled parking. The event also included Tour de Cure and Bike Month Proclamation presented by Council Members Janet Miller and Lavonta Williams.

## TECHNICAL ADVISORY COMMITTEE

In addition to public input, the project was guided and supported by a Technical Advisory Committee (TAC) made up of City of Wichita staff members representing City departments and divisions that will be responsible for planning, designing, constructing, maintaining, and policing public bicycle facilities (see “Acknowledgements” for complete list of Steering Committee members). The TAC reviewed and provided input on all aspects of the Plan, including eight joint meetings with the Steering Committee.