

# Appendix B: Policies and Practices

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The City of Wichita has many different policies, practices and procedures that have a direct impact on the safety and quality of the pedestrian environment. The level to which these activities either help or hinder pedestrian travel depends on many different factors, including: the strength of the original policy; the authority of government agencies to enforce the policies; the plan review process; the coordination between different departments and agencies; and the amount of resources available to ensure that policies are enforced. Local transportation planning and design documents were reviewed to determine these factors and outline the existing planning and design context. This document is a summary of that review, done as part of the Wichita Pedestrian Master Plan process.

## Applicable Local Plans and Guidelines

### Laws

Issuing Agency/Organization: City of Wichita

Level of Authority: Ordinance

Source: <http://library.municode.com/index.aspx?clientId=14166>

Wichita Municipal Code of Ordinances contains provisions for pedestrians including traffic regulations and ordinances that influence the design, operation and maintenance of the pedestrian realm. Chapter 11.44 contains laws that pertain to pedestrian street crossings and sidewalk use. Chapter 11.20.120 authorizes the city traffic engineer to make decisions about the implementation of traffic control devices including signals, marked crosswalks and pedestrian crossing islands. Chapter 10.16 outlines driveway and curb cut requirements including curb radii, and the design, number and width of driveways allowances per parcel. Chapter 10.04 contains the laws regarding sidewalk snow removal in the downtown business area. Street yard planting regulations are outlined in Chapter 10.32.

The following table lists some of the ordinances relevant to pedestrians and pedestrian zone:

Chapter	Section	Text
<b>10.12 Sidewalk Construction</b>	10.12.080. Width required of sidewalks; exceptions.	All public sidewalks constructed under the provisions of this chapter must be five feet in width, unless all sidewalks already built in that particular block are four feet in width, or unless otherwise ordered by the city council and/or the city engineer of the city.
	10.12.090. Widening of existing sidewalks.	All sidewalks now built which are already four feet in width may be widened at any time by the city council of the city.

Chapter	Section	Text
	10.12.100. Location and grade of sidewalks.	All sidewalks shall be constructed at the location and grade established by the city engineer.
	10.12.110. Inspection of work—Notice to city engineer; acceptance or refusal.	Every contractor or other person constructing public sidewalks, wheelchair ramps, curbs or gutters or private drive approaches shall notify the city engineer when the work is ready for inspection so as to give the city engineer ample time to make the inspection before the concrete is placed. If upon investigation and inspection by the city engineer, or his agent, he finds that the public sidewalk, wheelchair ramp, curb, gutter or drive approach is not according to the specifications provided for in the construction of such sidewalk, curb, gutter or drive approach, he may refuse to accept and approve the work and require that any errors in the construction be corrected at once and before the acceptance of the work.
	10.12.140 Requiring new sidewalks to be built, by resolution after petition	The city council may, by resolution passed at any meeting, require the building of any new sidewalk upon the signing of a petition by a majority of resident owners or by owners representing fifty-one percent or more of the area of the improvement district.
	10.12.150 Same, resolution to specify kind, width, length of time allowed etc.	The resolution referred to in the preceding section shall specify the kind, the width and the length of the sidewalk to be built. It shall also designate a time in which the sidewalk shall be built which shall not be later than thirty days after the passage of such resolution.
	10.12.160 Same, publication of resolution; notice	Immediately upon the passage of the resolution by the city council ordering the sidewalk to be built, it shall be the duty of the city clerk to cause the publication of such resolution together with a notice stating the names of the streets upon which sidewalks are to be constructed, which resolution and notice shall be published in the official city paper as provided by law.

Chapter	Section	Text
	10.12.170. Same—Duty of abutting owner to build in accordance with resolution	It shall be the duty of the owner of any property abutting a sidewalk ordered to be built, to build such sidewalk in accordance with the resolution and notice as provided for in the preceding section.
	10.12.180. Same—Failure of owner to construct after notice; estimate of cost to be made; work to be let by contract to lowest bidder; costs.	<p>If the sidewalk is not constructed as required by the preceding section, within thirty days, unless a longer time is granted by the city council, then the city council shall order such sidewalk to be constructed as hereinafter prescribed. An estimate of the cost thereof shall first be made under oath by the city engineer and submitted to the city council. Sealed proposals for the construction of such sidewalks shall be invited by the city clerk by an advertisement published in the official city paper. The city council shall let the work by contract to the lowest bidder, if the bid is within the estimate.</p> <p>The cost of constructing such sidewalk shall be assessed against the owner of the abutting property and the assessment levied against such property as provided by law.</p>
	10.12.190. Same—Condemnation of existing sidewalks; construction of new sidewalks.	The city council may at any time, by resolution, condemn any portion of any sidewalk whenever in its judgment it shall be deemed necessary and provide for the construction of a new sidewalk in accordance with the provisions of this chapter. The city council and/or the city engineer may provide for the removal of a sidewalk without providing for any new sidewalk in its stead.
<b>10.16 Driveways and Curb cuts</b>	10.16.070 Maximum width of approaches, exception	No driveway approach shall exceed thirty feet in width as measured along the outside sidewalk line; provided, that on streets marked as permanent state or federal highway routes, a driveway approach may be constructed with a maximum width of forty feet upon approval of the city engineer.
	10.16.080 Curb-parking spaces between approaches	Where more than one driveway approach on a street front serves a single parcel of land, there shall be at least one curb-parking space between driveway approaches.

Chapter	Section	Text
	10.16.090 sides, edges or curbs should be at right angles to street curb	The sides, edges or curbs of driveway approaches shall be at right angles to the street curb.
	10.16.100 Maximum width of curb cut	For the purpose of constructing a driveway approach, no curb cut, opening or section broken out or removed shall exceed fifty-two feet.
	10.16.120. - Distance between driveway approach and corner.	No portion of a driveway approach, except the curb return, shall be constructed within eighteen feet of a corner, and in no case closer than two feet to the property line extended.
	Sec. 10.16.130. - Curb return radius.	The radius of curvature of the curb return shall not exceed the distance between the curb and the outside sidewalk line.
<b>Chapter 10.04 Streets and sidewalks in general</b>	10.04.025. - Removal of snow in the downtown business area.	<p>The owners, occupants or persons in charge of any lots or pieces of land located in the downtown business area shall remove and clear the sidewalks that abut said property of all accumulations of snow and ice. All accumulations of snow and/or ice from a storm shall be removed and cleared according to the following schedule:</p> <ol style="list-style-type: none"> <li>1. <ul style="list-style-type: none"> <li>For days other than Sundays or holidays— <ul style="list-style-type: none"> <li>a. If the storm ends on any day between eight a.m. and twelve noon, removal shall be accomplished by five p.m. of the same day.</li> <li>b. If the storm ends between 12:01 p.m. of one day and eight a.m. of the next day, removal shall be accomplished by the following twelve noon.</li> </ul> </li> <li>2. <ul style="list-style-type: none"> <li>For Sundays of holidays— <ul style="list-style-type: none"> <li>a. If the storm ends between twelve noon on a Saturday or a regular business day preceding a holiday and eight a.m. of the next regular business day, removal shall be accomplished by twelve noon of said next regular business day.</li> </ul> </li> </ul> </li> </ul></li></ol> <p>For purposes of this section, the definition of a regular business day shall be every day of the week except Sundays and holidays.</p>
	Sec. 10.04.040. - Placing snow on streets and sidewalks.	The placing of snow from areaways, driveways or other such areas on the sidewalk or in the traveled portion of the streets or alleys of the city, without removing the same immediately thereafter, is a misdemeanor.

Chapter	Section	Text
<b>10.32</b> <b>LANDSCAPING</b> <b>AND PARKING</b> <b>LOT</b> <b>SCREENING</b>	10.32.030 Required landscaped street yard.	<ul style="list-style-type: none"> <li>A. Minimum amounts of landscaped street yards for all land uses.</li> <li>B. Minimum number of trees within street yard.</li> <li>C. Design standards for landscaped street yards and required trees.</li> </ul>
	10.32.80 Maintenance.	A. The landowner is responsible for the maintenance of all landscaping materials (in the landscaped street yard) and shall keep them in a proper, neat and orderly appearance free from refuse and debris at all times.
<b>11.44</b> <b>Pedestrians</b>	11.44.010-11.44.075	<p>Below is a list of the relevant sections that apply to pedestrian travel:</p> <ul style="list-style-type: none"> <li>Subject to traffic control signals</li> <li>Congested areas</li> <li>Crossing streets at corners</li> <li>Crossing roadway at locations other than crosswalks</li> <li>Drivers to exercise due care</li> <li>Walking in the right half of crosswalk</li> <li>Walking on sidewalks required—Exceptions</li> <li>Pedestrians right-of-way on sidewalks</li> <li>Pedestrian must yield right-of-way to authorized emergency vehicles</li> <li>Blind pedestrian right-of-way</li> <li>Obedience of pedestrian to bridge and railroad signals required</li> </ul>

## Wichita Parks, Recreation and Open Space Plan

Issuing Agency/Organization: City of Wichita/Sedgwick County

Level of Authority: Guidance document

Source: <http://www.wichita.gov/Government/Departments/Planning/Pages/PROSPlan.aspx>

Updates: N/A

The Wichita Parks, Recreation, and Open Space Plan is a guide for the provision of parks, open spaces, recreation opportunities, and paths/trails by the City of Wichita and Sedgwick County. The plan acknowledges both the need for well-connected recreational walking facilities within parks but also calls for high quality pedestrian facilities such as sidewalk, multi-use pathways, curb cuts, safety improvements at intersections and roadway crossings, and wayfinding to accommodate pedestrian access to parks. The plan recommends providing parks and neighborhood centers within walking distance of all city residences by acknowledging that walking is a low cost, recreational activity that is in high demand by Wichita residents. Data collected during the planning process highlighted the following:

- Most residents use trails and park pathways
- The most popular recreational activities include: walking for pleasure, dog walking and nature walks
- Residents want to be able to walk to Wichita Parks and want help finding their way to trails
- Residents want better trail connections across barriers

Among other recommendations the plan outlines partnerships and funding sources and strategies for maintenance and capital projects to reach the goals and priorities of the plan.

## Wichita Bicycle Master Plan

Issuing Agency/Organization: City of Wichita

Level of Authority: Guidance document

Source: <http://www.wichita.gov/Government/Departments/Planning/Pages/Bicycle.aspx>

Updates: Every 4 years

The Wichita Bicycle Master Plan outlines the engineering, education, enforcement, encouragement and evaluation strategies to promote bicycling in the city of Wichita. The plan outlines a priority network of bicycle facilities. The plan also includes detailed design recommendations that accommodate both bicycle and pedestrians. The plan can be closely tied to the Pedestrian Master Plan when considering multimodal street improvements for both bicycles and pedestrians, improvements for bicycles are also often improvements for pedestrians.

The following strategies and actions relate to pedestrians:

Strategy	Action	Content
1	4	Adopt a Routine Accommodation Policy
3	4	Adopt a Complete Streets policy to implement
4	-	Improve bicycle access to transit stops and stations
10	1	Educate Wichita transportation system professionals and users about new bicycle facility types, planning, design and bicycle related issues that may arise
12	-	Support efforts to obtain funding for bicycle education and enforcement programs
13	-	Increase enforcement of bicyclist and motorist behavior to reduce bicycle and motor vehicle crashes
14	-	Work with school districts to develop collaborative partnerships to encourage children to bike to school
20		Adopt policies to ensure that the City's project planning and review processes account for bicycle facilities
23	-	Create a policy for reserving space for future bicycle facilities
25	-	Fund projects through the Capital Improvement Program (CIP), annual programs and grants
26	-	Allocate staffing to implement this plan

## Project Downtown: The Master Plan for Wichita

Issuing Agency/Organization: City of Wichita Mayor's Office

Level of Authority: Guidance document

Source: <http://www.wichita.gov/Government/Departments/Planning/Pages/Downtown.aspx>

Updates: N/A

Project Downtown is the downtown master plan for the City of Wichita. It guides development, the provision of infrastructure and municipal services within downtown. The plan outlines a vision for downtown that enables people to live, work, shop, play, and learn within a short walk. One of the key goals of the plan is to support development that fosters walkable connections. Downtown streets are identified as walkable development focus areas with recreation overlays. The plan gives specific recommendations per downtown district (outlined below in table) and calls for better pedestrian street crossings, pedestrian maps, wayfinding signs, links across large blocks and more public art.

The public identified some of the challenges to downtown related to walking identified in the plan as:

- In need of vibrancy
- Automobile focused transportation and development patterns such as surface parking lots deter walking, biking and transit use
- The pedestrian environment does not support transit use

- Long blocks and one-way streets make for long walks particularly to access transit and key destinations
- Lack of bus stop amenities such as shelters, benches and signs makes it less appealing to use transit downtown

The plan also identifies key items related to improving downtown for pedestrians:

- Make walking safe, easy, enjoyable
- Install high quality bus stops/stations
- Develop Douglas Ave and Main St corridors as transit preference streets
- Activate street-level storefronts along priority walkable streets
- Convert one-way streets to two-way streets to facilitate multimodal travel downtown
- Add pedestrian safety and comfort features
- Build green infrastructure into street design
- Redesign wide streets to improve the pedestrian environment
- Institute transportation demand management and improve walking, transit and biking options
- Add/improve pedestrian wayfinding signage and information to transit and parking.
- Target improvements to walkable development focus areas and active development projects and establish design guidelines for these areas
- Create complete streets with convenient transportation choices...greenery, beauty and storm water management

The plan also contains street and urban design guidelines for districts and corridors. Corridors are identified with modal priority i.e. transit balanced, pedestrian balanced, plaza streets etc. These street classifications deviate from the recommendations in the Metro Transportation Plan 2035 which recommends a complete streets or routine accommodation approach to street design. While the urban design guidelines, street furniture recommendations and material standards help to characterize each street, the street design guidelines and guidelines in the Pedestrian Master Plan should be consistent.

The plan provides specific recommendations at the district level. The key themes that relate to improving the pedestrian environment of each downtown district are included in the table below:

## District Framework

District	Key Theme related to pedestrians
<b>Arkansas River</b>	<ul style="list-style-type: none"> <li>• Reinforce the museum/river string of pearls destination district by improving walking and transit access</li> <li>• Enable more recreation on and along the river by improving and adding pedestrian connections to the riverfront paths at 1<sup>st</sup> St, Douglas Ave etc.</li> </ul>
<b>Douglas Corridor at Arkansas River/Delano and Core/Historic District</b>	<ul style="list-style-type: none"> <li>• Create continuous walkability with appropriate development and infrastructure</li> <li>• Increase ground floor retail</li> <li>• Focus transit service here</li> </ul>
<b>Old Town</b>	<ul style="list-style-type: none"> <li>• Infill development to improve multimodal access</li> <li>• Install a pedestrian signal at 1<sup>st</sup> and at Douglas along Mead St</li> <li>• Encourage more retail along 1<sup>st</sup> St and 2<sup>nd</sup> street to improve the pedestrian environment.</li> </ul>
<b>Old Town West</b>	<ul style="list-style-type: none"> <li>• Improve walkability and retail along St Francis to Douglas Ave and on 1<sup>st</sup> St along the Performing Arts District.</li> </ul>
<b>Arena</b>	<ul style="list-style-type: none"> <li>• Arena Neighborhood Redevelopment Plan outlines specific recommendations</li> </ul>
<b>Old Town South</b>	<ul style="list-style-type: none"> <li>• Create a transit hub at Union Station</li> <li>• Make Waterman St and Washington Ave more walkable through urban design and streetscape improvements</li> </ul>
<b>Commerce Street Arts</b>	<ul style="list-style-type: none"> <li>• Focus walkability and development on Lewis Ave, Emporia Ave and longer term along Broadway.</li> </ul>
<b>Main Street Corridor</b>	<ul style="list-style-type: none"> <li>• Build on the significant employment base with a more walkable environment</li> <li>• Main St becomes a transit corridor between Government Center, Douglas Corridor, Century II and WaterWalk</li> </ul>
<b>Downtown Core</b>	<ul style="list-style-type: none"> <li>• Focus infill development around walking/transit corridors</li> <li>• Prioritize infill development along Main, 1<sup>st</sup> and 2<sup>nd</sup> street corridors</li> <li>• Celebrate historic buildings</li> </ul>
<b>Century II-WaterWalk</b>	<ul style="list-style-type: none"> <li>• Create better access to the waterfront</li> <li>• Introduce walkable street connections across superblocks</li> </ul>
<b>Government Center</b>	<ul style="list-style-type: none"> <li>• Improve connectivity to the rest of downtown along Main and Market Streets and Central Ave</li> </ul>
<b>Renaissance Square</b>	<ul style="list-style-type: none"> <li>• Encourage walkable retail and riverfront connections to Via Christi hospital, Government Center and other institutions</li> </ul>

## Wichita Area Metropolitan Planning Organization Pathways Plan

Issuing Agency/Organization: Wichita Area Metropolitan Planning Organization

Level of Authority: Guidance document. Not prescriptive for policy or facility type.

Source: <http://www.wampoks.org/IconMenu/Pathways.htm>

Updates: periodically

The WAMPO Pathways Plan provides an assessment of existing bicycle/pedestrian facilities and identifies, prioritizes, and recommends future connecting links for bicycle/pedestrian use within the WAMPO planning area including the City of Wichita. The plan incorporates recommendations from the WAMPO Metropolitan Transportation Plan 2035. It also recommends the use of the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities as the region’s pedestrian guidelines and standards and calls out the accommodation of pedestrians in all public and private projects.

To further cater the AASHTO guidelines to the region, the plan structures recommendations by defining four pedestrian environments: intolerant, tolerant, supportive, and pedestrian places and provides specific guidelines and strategies for each environment (see table below).

The plan includes additional non-infrastructure recommendations. Benchmarks are established for monitoring mode split. The plan recommends conducting regional bicycle and pedestrian counts to track increase in volumes and crash rates. These guidelines and strategies; and the recommendations of the Wichita Pedestrian Master Plan, within the City of Wichita should be consistent.

Implementation of the strategies outlined in the plan and listed below is the responsibility of local jurisdictions. The plan call for strong advocacy from local and regional groups to help support the funding and implementation of the plan.

### Strategies

Strategy	Pathways Plan Action/Recommendation
<b>STRATEGY #1: Create no new Pedestrian Intolerant Environments</b>	1A. All streets shall have sidewalks to accommodate basic practical walking needs. Local jurisdictions shall require new developments to provide sidewalks and the Cities shall work to complete missing sidewalk links in previously developed areas. 1B. All intersections shall have delineated crosswalks to meet minimum Pedestrian Tolerant design guidelines. 1C. Legal pedestrian crossings shall be provided at distances no greater than 1,320 feet (1/4 mile) apart. 1D. All projects shall meet minimum requirements of the Americans with Disabilities Act (ADA).
<b>STRATEGY #2: Strategically work to improve existing Pedestrian</b>	2A. Future intersection improvements shall not be made to accommodate vehicular throughput at the expense of pedestrian safety or convenience. All new intersection retrofit projects shall include crossing treatments that follow Pedestrian Supportive guidelines, as outlined in the chart on page 6-6. 2B. Throughout the region, the following geographical areas shall be designed to be Pedestrian Supportive:

Strategy	Pathways Plan Action/Recommendation
<p><b>Tolerant Environments to Pedestrian Supportive standards.</b></p>	<ul style="list-style-type: none"> <li>• All primary pathway corridors where bicycles will be accommodated on-street, as identified in the WAMPO Regional Pathway System Plan;</li> <li>• Designated school walking routes;</li> <li>• Bus routes;</li> <li>• Throughout future mixed-use and transit oriented developments;</li> <li>• Within arterial street corridors near destinations such as parks, trail crossings/pathway system access points and commercial activity centers.</li> </ul> <p>2C. In Pedestrian Supportive environments, the roadway corridor shall serve multiple modes of transportation, including walking and transit. Maximum distance between pedestrian crossing opportunities shall be 528 feet (1/10 of a mile). Street crossing distances shall be shortened through use of smaller curb radii, curb extensions, medians, refuge islands, and/or right-turn slip lanes.</p> <p>2D. In Pedestrian Supportive environments, the pedestrian realm shall include 6’ to 8’ wide sidewalks, with walkways separated from the street by buffers, street tree planters, or furnishing zones at least 5’ in width.</p> <p>2E. Additional measures such as pedestrian-friendly site development, school site planning and design, neighborhood traffic calming, and traffic management programs shall be considered within identified Pedestrian Supportive areas. Land use guidelines shall include mixed uses, reduced building setbacks, smaller parking areas, and improved pedestrian access.</p> <p>2F. Safe Routes to Schools shall be created that meet Pedestrian Supportive standards. (see document for specific recommendations for roadway corridors, school walking routes, crosswalks, traffic controls, traffic calming devices, multi-use pathways and land use</p>
<p><b>STRATEGY #3: Make walking the priority travel mode in select Pedestrian Place within the region.</b></p>	<p>3A. Throughout the region, the following select geographical areas shall be designed as Pedestrian Places:</p> <ul style="list-style-type: none"> <li>• Delano, Old Town, and the Water Walk/Arena neighborhoods within the City of Wichita;</li> <li>• Downtown main streets of smaller communities</li> </ul> <p>3B. Incentives shall be provided to guide development patterns to create distinct Pedestrian Places that attract significant numbers of people and provide opportunities for socialization, strolling, and lingering.</p> <p>3C. Within Downtown Wichita, the future mobility study shall consider pedestrian needs in the retrofit of one-way streets to two-way traffic movements. The study shall not only look at vehicular traffic flows, but also pedestrian crossing treatments, opportunities for on-street parking, sidewalk improvements, enhanced pedestrian connections to public parking and public transit service, and the pedestrian-friendliness of existing land use and proposed developments.</p> <p>3D. Pedestrian Places shall not be bisected with high-speed, multiple-lane arterial streets. Street right-of-way allocations shall be balanced and roadway design shall give priority to pedestrians. Additionally:</p> <ul style="list-style-type: none"> <li>• Roadway Corridors through Pedestrian Places shall be designed to carry moderate traffic volumes (&lt;15,000 ADT) at slower travel speeds (25-30 mph). On-street parking and/or bicycle lanes shall be provided;</li> <li>• Crosswalks should be of a high-visibility design, with texture, pattern, color and/or traffic calming measures such as raised speed tables or curb</li> </ul>

Strategy	Pathways Plan Action/Recommendation
	<p>extensions. Crossing distances should be kept short by limiting pavement width (4 lanes max.) and using small curb radii (25' max.). Paired curb ramps shall be provided perpendicular to the curb face, aligning directly with the crosswalk;</p> <ul style="list-style-type: none"> <li>• Block sizes shall be small, with frequent pedestrian crossings (every 330' feet or less) using pedestrian activated traffic signals; and</li> <li>• Parallel on-street parking shall be encouraged as a means of traffic calming and a generator of additional pedestrian traffic. Where diagonal parking is provided, consideration should be given to back-in angle parking to improve safety by having doors and trunks open to sidewalks and drivers pull out head-first into traffic.</li> </ul> <p>3E. In Pedestrian Places, the pedestrian realm shall be built and maintained to the highest standards:</p> <ul style="list-style-type: none"> <li>• A paved planter/furnishing zone shall separate walkways from the street and accommodate utilities, parking meters, passenger unloading, streetscape amenities and street trees planted within tree wells.</li> <li>• Sidewalks should be at least 8' wide to accommodate passing and pairs of pedestrians walking side-by-side. In Pedestrian Places, the overall sidewalk width may be 10'-30' wide to provide space for amenities plus an 8'-10' pedestrian clear zone.</li> <li>• The frontage zone in downtowns and mixed-use areas should not include landscape buffers separating pedestrians from stores, but instead sidewalks should extend to building faces. At least 2' of paved "shy distance" shall be provided away from the building walls to accommodate window shopping, sidewalk displays, outdoor dining, etc.</li> <li>• Amenities should include pedestrian furniture groupings, sculpture, drinking fountains, decorative fountains, and wayfinding signs. Lighting shall include overall street lighting, low-angle pedestrian street lamps, and additional light emitted from stores that line the street.</li> </ul> <p>3F. In Pedestrian Places, adjacent land uses must be designed around the pedestrian. First-floor retail, a vibrant mix of uses, and at least three distinct, complimentary activities that appeal to a variety of age groups and located within walking distance of each other are critical to create mixed-use settings that serve as Pedestrian Place destinations.</p> <ul style="list-style-type: none"> <li>• Buildings shall face the street, be placed at minimum setbacks or build-to lines, range from 3-5 stories high, and create a height to width ratio of 1:4 minimum and 1:1 maximum.</li> <li>• Architectural Design shall include porous street frontages with frequent doors and windows, and use of awnings and arcades for shade and shelter. Blank stretches of wall shall not exceed 15 feet.</li> <li>• Parking in surface lots located in front of buildings will destroy Pedestrian Supportive and Pedestrian Place Environments. On street parking shall be provided on all block faces, combined with parking structures or internal block parking distributed throughout the district, to maintain the quality streetscapes necessary to attract high levels of pedestrian usage.</li> </ul>
<b>STRATEGY #4:</b>	4A. Individual communities shall include a pedestrian accommodation checklist when

Strategy	Pathways Plan Action/Recommendation
<b>Pay attention to details that impact pedestrians in all public and private projects.</b>	reviewing development plans and proposed public infrastructure projects. 4B. WAMPO shall require enhanced pedestrian safety, accessibility and usability in all projects that seek federal and state funding. 4C. The July 2004 AASHTO “Guide for the Planning, Design, and Operation of Pedestrian Facilities” shall be used as the region’s pedestrian guidelines. AASHTO is currently updating this guide and, once approved, will be used as the standard.

In Chapter 6 this plan provides specific guidance for the design of facilities to accommodate pedestrians:

Crossing Treatment Guidelines		
	Pedestrian Tolerant Design	Pedestrian Supportive Design
<b>Marked Crossings</b>	Crossings are typically marked, but legal crossing also exist at unmarked intersections.	Marked crosswalks should be required, particularly in the following locations: <ul style="list-style-type: none"> <li>➤ at all open legs of signalized intersections with adjoining sidewalks</li> <li>➤ at all arterial intersections in Downtown and mixed-use centers, or when connecting to significant retail activity</li> <li>➤ at multi-use trail crossings</li> <li>➤ along school walking routes</li> <li>➤ at or near important transit connections</li> <li>➤ near housing for the elderly</li> </ul>
<b>Spacing</b>	Crossings shall be spaced a max. of 1320' apart. (1/4 mile)	Crossings shall be spaced a max. of 528' apart (1/10 mile) and a min. of 330' (traditional city block length)
<b>Crosswalk Pattern</b>	Standard crosswalks (two parallel, horizontal lines)	Highly-visible Ladder Bar or Piano Bar crosswalks (with perpendicular bars spaced so that wheels of motor vehicles pass on either side of the markings to minimize maintenance). Or use colored and textured surfaces to improve aesthetics in mixed-use areas, potentially in conjunction with raised speed table crossing treatments.
<b>Signalization Timing</b>	Use average walking speed of 3.5 - 4.0 feet/second	Use a slower walking speed of 2.5 - 3.0 feet/second to accommodate older pedestrians and people with disabilities
<b>Curb Radius</b>	25' curb radius standard 30' curb radius on major streets with truck/bus traffic	5'-15' max. curb radius Smaller curb radii (up to 5' min.) may be used if on-street parking or bike lanes
<b>Curb Ramps</b>	Diagonal curb ramps may be permitted in the following locations if curb radii are >20' and a landing at the bottom of the ramp is positioned within the crosswalk area for both directions of travel: <ul style="list-style-type: none"> <li>➤ Where utilities prevent the installation of paired curb ramps</li> <li>➤ At intersections that are not signalized</li> <li>➤ In some residential areas where traffic volumes are very low</li> </ul>	Paired curb ramps recommended  Diagonal ramps to be avoided whenever curb radii are <20' since moving traffic can encroach upon the landing area
<b>Medians and Refuge Islands</b>	Recommended for use: <ul style="list-style-type: none"> <li>➤ In intersections when the length of the pedestrian crossing exceeds 60 feet</li> <li>➤ At intersections with complex vehicle movements or long signal phases</li> <li>➤ In conjunction with uncontrolled midblock crossings</li> </ul>	<ul style="list-style-type: none"> <li>➤ Provide a median island when the length of the pedestrian crossing exceeds 48 feet</li> <li>➤ Consider narrowing traffic lanes (potentially down to 10 feet) to have the added effect of slowing motor vehicle speeds at the crossing location, and shortening pedestrian crossing distances</li> </ul>
<b>Slip Lanes</b>	Provide a triangular "pork chop" refuge island within the intersection when: <ul style="list-style-type: none"> <li>➤ Curb radii &gt;30' are unavoidable</li> <li>➤ Slip lanes can be designed based upon a compound curve design to discourage high-speed turns, while accommodating large trucks and buses</li> </ul>	No slip lanes allowed or needed
<b>Curb Extensions</b>	Typically not provided	Consider installing on streets with: <ul style="list-style-type: none"> <li>➤ On-street parking, especially diagonal parking</li> <li>➤ Limited left-turning traffic by buses and large vehicles</li> <li>➤ One-way traffic</li> <li>➤ On minor streets in residential areas</li> </ul>
<b>Mid-Block Crossings</b>	Use in high-activity areas only Locations being considered need to be studied carefully	Consider installing unless crossing is: <ul style="list-style-type: none"> <li>➤ &lt; 300 feet from another crossing point</li> <li>➤ On streets with speeds &gt; 45 mph</li> </ul>

## Metropolitan Transportation Plan 2035

Issuing Agency/Organization: Wichita Area Metropolitan Planning Organization

Level of Authority: Access to federal transportation funds for local jurisdictions

Source: <http://www.wampoks.org/Publications/Metropolitan+Transportation+Plan+2035.htm>

Updates: Periodically

The Metropolitan Transportation Plan (MTP) 2035 is the blueprint for all regionally significant transportation projects and activities through 2035. It is a 25 year strategic plan for maintaining and improving mobility within and through the region. The MTP 2035 is very important for the region because it allows local jurisdictions access to federal transportation funds. The plan includes an Eligible for Funding List of transportation projects that will receive federal funds between 2010 and 2035. Projects move from the planning list to the Transportation Improvement Project (TIP ) list for implementation. One percent of the funding is allocated to specific bicycle and pedestrian projects and complete streets principles are recommended for roadway projects for the inclusion of sidewalks, bike lanes, driveway consolidation, shoulders on rural roadways and bus lanes. It also provides recommendations and strategies to achieve a safe, efficient, accessible, and affordable transportation system.

The 2035 Plan builds upon the WAMPO Regional Pathway System Plan by providing goals, objectives and strategies for bicycle and pedestrian network improvements for regional connectivity and increased use of walking and bicycling.

Chapter 6: Land Use and Transportation Connection includes a section (6.2) on Bicycle and Pedestrian systems include several key recommendations:

- Connectivity of the pathway and sidewalk system: build more sidewalks and pathways and improve signage to increasing connectivity between jurisdictions, to transit and across barriers.
- Safety of users: 40% of pedestrians do not feel safe walking in the region which is supported by crash data. Bicyclists and pedestrians make-up about 1% of trips yet they represent 6% of the injuries and 13% of the traffic related fatalities in the region. The region is also the area where 25% of the state-wide bicycle and pedestrian crashes occur. Behavioral causes for pedestrian and bicycle crashes include improper parking, failure to yield and inattention. Increasing focus on infrastructure such as pedestrian bridges and school crossings, ADA accommodation and need for maintenance were identified as important safety measures. The plan also encourages local jurisdictions to provide training for law enforcement officers on the laws pertaining to bicyclists and pedestrians.
- Education and encouragement efforts: The plan recommends several education and encouragement efforts: 1) launch a campaign to promote share the road messages to educate motorists and bicycles on the rules of the road; 2) Promote safe routes to school programs and events; 3) encourage local jurisdictions, businesses, and other organizations to support and promote events that encourage bicycling and walking.

- Maintenance: Ensure existing bicycle and pedestrian facilities are well maintained by filling pot holes and keeping pavement in good condition. Maintain good lighting to provide a more secure environment for bicyclists and pedestrians.
- Connecting to transit: Develop links between bicycle and pedestrian facilities and transit. Encourage the use of bike racks on buses and ensure ADA ramps are near designated bus stops.
- Implementing complete streets ideas: Take a proactive not reactive approach to improving the bicycling and walking environment by designing the transportation network to improve safety and access for all users.

According to the plan, the reason and frequency for why people walk in the region are 1) exercise or recreation (78%); 2) running errands (39%); 3) commuting to work or school (38%); 4) visiting family or friends (35%) and; 5) accessing transit (6%).

## WAMPO Safety Plan

Issuing Agency/Organization: Wichita Area Metropolitan Planning Organization

Adoption: Adopted July 13, 2010, Amended December 13, 2011.

Level of Authority:

Source: <http://www.wampoks.org/Publications/Safety+Plan.htm>

Updates: **Annually**

The WAMPO Safety Plan (2010) is guided by the timeline and goals identified in the Metropolitan Transportation Plan 2035. It addresses how safety in the region can be improved and the number of road crashes reduced. It provides information about the type of crashes, how they occurred, and where they were located. This can be useful information to identify areas that need special attention when planning for pedestrian accommodation. This information should be used for benchmarking purposes toward reaching specific safety targets related to pedestrian safety.

Goals: reduce the number of transportation related fatalities, injuries and crashes each by 25% by 2035.

Counter measures that directly impact pedestrian safety are needed in addition to those included in the plan below:

- Create a regional pedestrian and bicycle advisory group.
- Promote Safe Routes to School programs, strategies and walk or bike to school events
- Reduce the number and severity of bicycle and pedestrian crashes by focusing on specific locations with increased crashes

The region averages five pedestrian fatalities per year with a concentration in urban areas. The plan cites the majority of crashes occurring away from intersections with nearly 40% of crashes happening near or in intersections. Intersections and pedestrian behavior are sited as this is high for the state.

## **Wichita-Sedgwick County Comprehensive Plan**

Issuing Agency/Organization: Wichita-Sedgwick County 1999

Level of Authority: Guidance document

Source: <http://www.wichita.gov/Government/Departments/Planning/Pages/Comprehensive.aspx>

Updates: Periodically

The Wichita-Sedgwick County Comprehensive Plan serves as the overall guide for the City of Wichita and Sedgwick County. The State of Kansas requires a comprehensive plan to guide public infrastructure and facility investments identified in the city and county capital improvement programs, and to authorize city and county subdivision approval authority associated with land development. It is important for the proposed Wichita Pedestrian Master Plan in many ways, especially because it identifies the 2030 Future Growth Area for the City of Wichita.

The Transportation Plan focuses primarily on regional, high volume roadway projects. The plan provides specific recommendations for highway expansion, bridge improvements, arterial widening, and improvements to public transit based on modeling projections for the year 2030. The implications for pedestrians are significant as wider roadways impact pedestrian crossings and street character and transit increases use of roadways by pedestrians.

Transit ridership is anticipated to grow regionally by 30%. To address this need the plan recommends the provision of connector routes in outlying areas, new park and ride lots, and shuttle service to better connect crosstown between different routes and downtown to the transit center.

## **WAMPO Freight Plan**

Issuing Agency/Organization: City of Wichita/WAMPO (2010)

Level of Authority: Guidance document

Source: <http://www.wampoks.org/Publications/Freight.htm>

Updates: Periodically

The WAMPO Freight Plan (2010) identifies designated freight corridors and provides recommendations for how to improve these corridors for the efficient movement of freight. The Plan identifies several roadway elements that influence truck efficiency both along roadways and through intersections such as intersection/signal operations, roadway geometry, roadway maintenance, and intersection design. Delay in travel time is a concern to the freight community and the plan prioritizes efficiency through congested areas and bottlenecks. The plan does not address pedestrians specifically and some of the plan priorities may be in contrast to the needs of pedestrians such as increasing roadway capacity, increasing speed and eliminating areas of congestion. Balancing the needs of freight with those of pedestrians is important for the efficiency and safety of freight corridors. Local jurisdictions, responsible for implementing roadway projects and maintenance will need additional guidance on design at

intersections or interchanges and along freight corridors where accommodation for both the needs of freight and pedestrian safety will need to be address. The section of the plan on Problem Areas includes a discussion on the responsibility of local jurisdictions to design roads to state DOT standards.

## **WAMPO Safe Routes to School Plan**

Issuing Agency/Organization: City of Wichita/WAMPO (2008)

Level of Authority: Guidance document

Source: <http://www.wampoks.org/Publications/Safe+Routes+to+School.htm>

Updates: Periodically

This plan includes an action plan that identifies issues that impact student travel behavior within the WAMPO area and suggests actions to address the issues. The plan also lays out a phased approach to funding the SRTS program from the State of Kansas and other sources. The planning process included a survey and stakeholder meetings.

The survey provided some valuable information related to the obstacles to walking to school. The survey found that the following factors limit children from walking to school: distance (46%), traffic volume (43%), Traffic speed (41%), intersection safety (35%), perceived personal safety issues (35%), weather (35%) and inadequate sidewalks (28%). In 2008 45% of school children lived within ¼ mile of school and 21% lived within ½ to 2 miles. This information could help set a benchmark target for the number of children who walk to school. Another finding was that 50% of children want to walk to school but programing and school support is limited. The plan identifies 3<sup>rd</sup> to 6<sup>th</sup> graders as the best age groups to focus SRTS programing on.

The following goals, objectives and strategies summary make up the SRTS action plan:

Goals	Objectives	Strategies
<b>Goal 1: Provide encouragement to walk or bicycle to school.</b>	Objective 1 – Help schools to encourage walking or bicycling.	Strategy 1 – Local incentive programs. Strategy 2 – Staff development.
	Objective 2 – Encourage children to walk or bicycle to school.	Strategy 1 – International Walk to School Day. Strategy 2 – Local encouragement campaigns.
	Objective 3 – Encourage parents to allow children to walk or bicycle to school.	Strategy 1 – Walking school bus programs. Strategy 2 – Crossing guard programs. Strategy 3 – Local encouragement campaigns.
<b>Goal 2: Educate children on safe pedestrian and bicycling behaviors.</b>	Objective 1 – Provide schools with walking and bicycling safety materials.	Strategy 1 – Cyrus the Centipede curriculum. Strategy 2 – Pedestrian safety brochures. Strategy 3 – Bike and wheeled sports safety brochures.
	Objective 2 – Provide interactive walking and bicycling safety education.	Strategy 1 – Bicycle safety programs/bike rodeos. Strategy 2 – Pedestrian safety assemblies.
<b>Goal 3: Provide a safe environment for children to walk or bicycle to school.</b>	Objective 1 – Engineering/enforcement project identification.	Strategy 1 – SRTS plans. Strategy 2 – Provide input and feedback on projects.
	Objective 2 – Obtain funding for engineering and/or enforcement projects	Strategy 1 – SRTS funding. Strategy 2 – Safe Kids/FedEx Walk This Way grant program.
<b>Goal 4: Evaluate the effectiveness of SRTS-themed projects.</b>	Objective 1 – Evaluate SRTS plan projects	Strategy 1 – Administer follow up surveys.
	Objective 2 – Help evaluate future local projects.	Strategy 1 – Administer baseline and follow up surveys.

## Wichita Subdivision Regulations

Issuing Agency/Organization: City of Wichita/WAMPO (2008)

Level of Authority: Guidance document

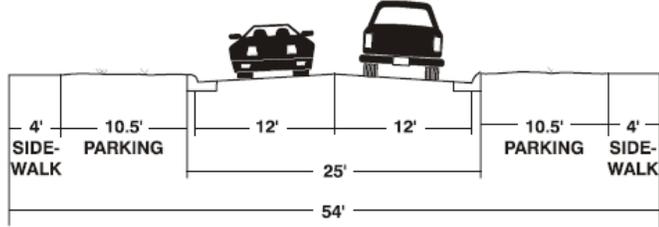
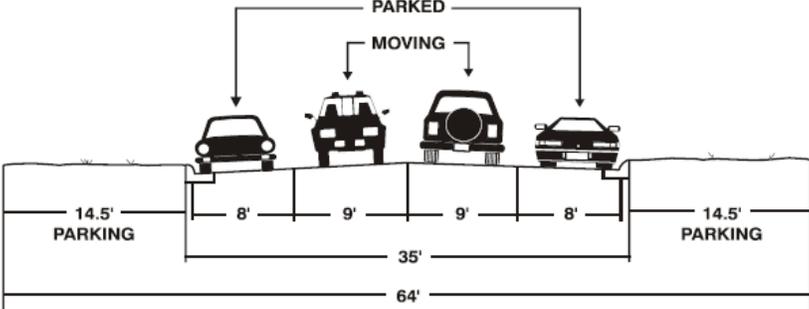
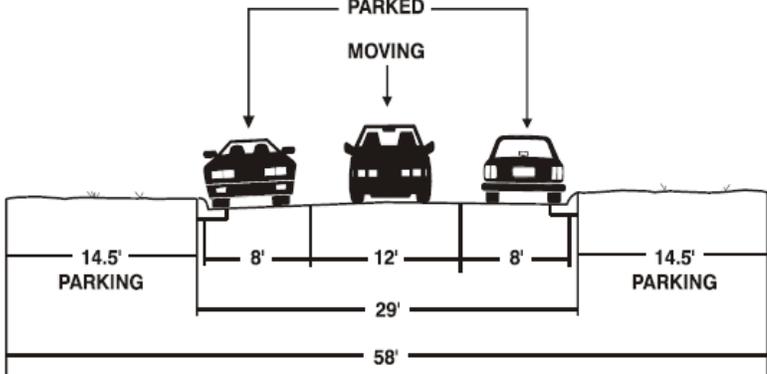
Source:

[http://www.wichita.gov/Government/Departments/Planning/Pages/Subdivision\\_Regulations.aspx](http://www.wichita.gov/Government/Departments/Planning/Pages/Subdivision_Regulations.aspx)

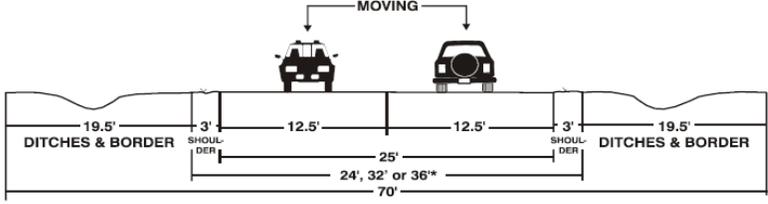
Updates: Periodically

The division and improvement of lands within Wichita or portions of unincorporated Sedgwick County must comply with the Wichita-Sedgwick County Subdivision Regulations. The Subdivision Regulations regulate many elements of the physical environment, including parking and street designs.

Street Layout and Design		
7-201C		Local streets shall be laid out so that their use by through traffic will be discouraged.
7-201G		Border Area - For urban streets (sometimes referred to as "parking") the border area shall be fourteen and one-half (14½) feet in width from the back of curb to property line. This area shall be used for installation of utilities, street lighting, traffic control devices, fire hydrants, sidewalks, landscaping and to provide a transition area in grades (if necessary) between the roadway and the property adjacent to the right-of-way. Border areas for suburban areas shall be variable in width, based on drainage needs.
	Industrial Street ROW: 70' Road: 41'	<p style="text-align: center;"><b>BUSINESS OR INDUSTRIAL STREET</b> 7-201 (G) (1)</p>
	Residential Collector ROW: 66' Road: 37'	<p style="text-align: center;"><b>RESIDENTIAL COLLECTOR STREET WITH PARKING LANES</b> 7-201 (G) (2) (A)</p>

<p>Collector ROW: 54' Road 25'</p>	 <p><b>RESIDENTIAL COLLECTOR STREET WITHOUT PARKING LANES AND WITHOUT DIRECT ACCESS FROM ABUTTING LOTS</b> 7-201 (G) (2) (B)</p>
<p>Local Residential Street ROW 64' Road 35'</p>	 <p><b>64-FOOT LOCAL RESIDENTIAL STREET</b> 7-201 (G) (3) (A)</p>
<p>Local Residential Street ROW 58' Road 29'</p>	 <p><b>58-FOOT LOCAL RESIDENTIAL STREET</b> 7-201 (G) (3) (B)</p>

<p>Narrow Local Residential Street ROW 32' Road 29'</p>	<p style="text-align: center;"><b>NARROW LOCAL RESIDENTIAL STREET</b> 7-201 (G) (3) (C)</p>
<p>Local Residential Street ROW 50' Road 21'</p>	<p style="text-align: center;"><b>50'-FOOT LOCAL RESIDENTIAL STREET</b> 7-201 (G) (3) (D)</p>
<p>Frontage Road ROW 50' Road 25'</p>	<p style="text-align: center;"><b>FRONTAGE ROAD</b> 7-201 (G) (4)</p>
<p>Suburban Collector ROW 80' Road 47'</p>	<p style="text-align: center;"><b>SUBURBAN COLLECTOR STREET</b> 7-201 (G) (5)</p>

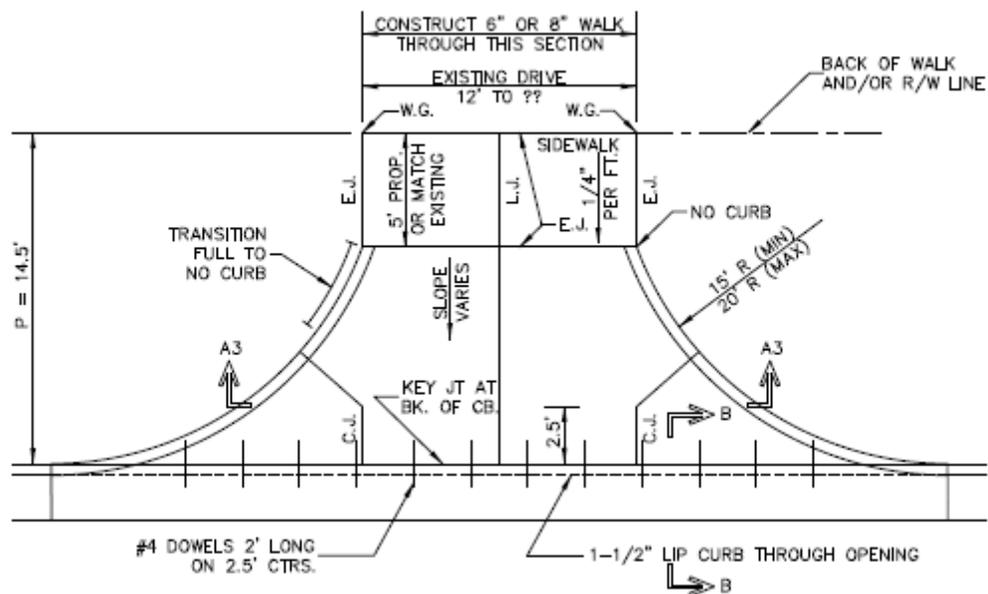
	Suburban Residential ROW 70' Road 32'	 <p style="text-align: center;">SUBURBAN RESIDENTIAL STREET 7-201 (G) (5) (B) (C) (D)</p>															
	Local Suburban Residential 24'																
7-2015 H	Section Line Road ROW 120'+	Right-of-way widths for all section line roads and arterials shall not be less than 120 feet. At an intersection approach, 150 feet of right-of-way width shall be required within 250 feet from the section line and taper to 120 feet at a distance of 350 feet from the section line. An additional 25' x 25' corner clip shall be required at the intersection corner to accommodate traffic signals and sidewalk facilities.															
7-2015 K		Streets shall be laid out so as to intersect as nearly as possible at right angles. A street shall not intersect any other street at less than 80 degrees.															
		<p>Roadway pavement at intersections shall be rounded by the following minimum radii:</p> <table border="1" data-bbox="467 1024 1317 1318"> <thead> <tr> <th>Type of Roadway</th> <th>Intersecting With</th> <th>Minimum Curb Radii</th> </tr> </thead> <tbody> <tr> <td>Local</td> <td>Local Residential</td> <td>20 feet</td> </tr> <tr> <td>Local Residential</td> <td>Collector</td> <td>30 feet</td> </tr> <tr> <td>Local Residential</td> <td>Arterial</td> <td>30 feet</td> </tr> <tr> <td>Business, Commercial or Industrial Collector or Arterial</td> <td>Business, Commercial or Industrial Collector or Arterial</td> <td>50 feet</td> </tr> </tbody> </table>	Type of Roadway	Intersecting With	Minimum Curb Radii	Local	Local Residential	20 feet	Local Residential	Collector	30 feet	Local Residential	Arterial	30 feet	Business, Commercial or Industrial Collector or Arterial	Business, Commercial or Industrial Collector or Arterial	50 feet
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Business, Commercial or Industrial Collector or Arterial	Business, Commercial or Industrial Collector or Arterial	50 feet															
7-203B	Blocks	A block in an urban subdivision should not exceed 1,300 feet in length, unless the block is adjacent to a limited access highway or arterial street or unless the previous adjacent layout or topographical conditions justify a modification of this requirement.															
7-203E		In blocks of 800 feet or more in length, a pedestrian access easement for pedestrian travel may be required to provide access to public or private facilities such as schools or parks. The pedestrian access easement shall have a right-of-way width of not less than 10 feet, and extend entirely through the block at approximately the midpoint of the length of the block. The plat shall guarantee the construction of a sidewalk within the pedestrian access easement.															
7-205-D	EASMENTS	Pedestrian Access Easements. Pedestrian access easements may be required on plats when an access easement is needed to provide a connecting link to public or private parks or school sites.															

## Standard design specifications for Drive entrances Full height curb

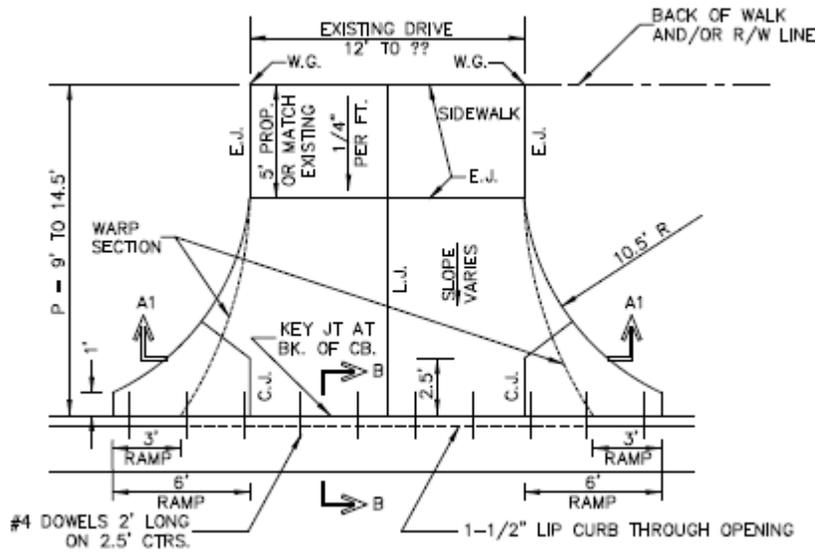
Driveway design standards provide design drawings for all driveway types in the City of Wichita. The specifications include designs with transitions to full curbs and ramped drives without curb transitions. Each design factors in placement of the sidewalk behind the ramp slope.

There are three designs for full curb driveways with variation in the width of the parking area and setback of the sidewalk. Each has a range of curb radii from 15' minimum to 20' maximum radii. Driveway widths range from 12' minimum to 52' maximum. Similarly, there are three ramp drive standards. Each standard varies in the length of the parking area.

### Example of a Full Radius Driveway Standard Drawing



### Example of Full Ramp Driveway Standard Drawing



### City of Wichita Wheelchair Ramp Details

The city has developed standard plans for the design of wheelchair ramps. The plans provide designs for four different scenarios: for streets with different curb types (monolithic and curb & gutter), for streets with full sidewalk, for streets with sidewalk on one side, for streets with limited right-of-way at the corners. The details should be updated to reflect curb ramp design consistent with the 2010 ADA Standards for Accessible Design.

### Standard Practice

The following are City of Wichita standard practices for installation of pedestrian facility types:

Facility Type	Practice	Note
Sidewalk	6' wide	Where possible
Shared use pathway	10' wide	
Crosswalk	10' wide	
Countdown pedestrian signal	Install at signalized crosswalks	
Audible pedestrian signal	Install at signalized crosswalk s near schools	
ADA ramps	N/A	

### Policy for Installation of Accessible Pedestrian Signals (APS)

The Department of Public Works has drafted policy for the City's decision making process when installing pedestrian signals. The policy follows MUTCD 2009 guidelines with changes specific to Wichita. Identifying and prioritizing signals that outlines the preferred installation of pedestrian signals per 2009 MUTCD guidelines. The city installs APS at existing signalized intersections and all new signalized

intersections. To evaluate specific locations the city employs the CRAB (Committee for the Removal of Architectural Barriers Criteria for Installation) method for site evaluation which includes evaluation of crashes, intersection geometry, speed, presence of visually impaired, and proximity of pedestrian generators among others.

## Wichita Region Surveys

### National Citizen Survey 2012: benchmarks and results

Issuing Agency/Organization: International City/County Management Association & National Research Center, 2006

Source: <http://www.wichita.gov/Government/News/Pages/2012-11-05a.aspx>

The National Citizen Survey collects information on citizen opinion on the quality and usefulness of city government services and ranks the responses with other municipalities. The following table outlines the walking related responses. Compared to cities across the country Wichita ranks much below other cities in terms of ease of walking, walking related infrastructure, use of transit, and sense of community. The ease of walking, according to survey participants, has also decreased over time according to results from 2006 and 2010 surveys. The following table outlines Wichita’s rankings in walking related issues:

	Wichita rating (100 pts total)	Rank	Comparison to nationwide benchmark
<b>Community Transportation Benchmarks</b>			
Ease of walking in Wichita	45	223 of 267	Much below
Availability of paths and walking trails	44	165 of 214	Much below
<b>Frequency of Bus Use Benchmarks</b>			
Ridden a local bus within Wichita	17	103 of 175	Much less
<b>Transportation and Parking Services Benchmarks</b>			
Sidewalk maintenance	40	217 of 258	Much below
<b>Public Safety Service Benchmarks</b>			
Traffic enforcement	47	306 of 334	Much below
<b>Community Quality and Inclusiveness Benchmark</b>			
Sense of community	48	237 of 285	Much below
<b>Contact with Immediate Neighbors Benchmarks</b>			
Has contact with neighbors at least several times per week	49	94 of 194	Similar

## Wichita-Sedgwick County Community Investments Plan Community Survey

Issuing Agency/Organization: Wichita-Sedgwick County, 2013

Source: <http://www.wichita.gov/Government/Departments/Planning/Pages/Comprehensive.aspx>

In 2013, the City of Wichita and Sedgwick County partnered with Wichita State University to conduct a community survey. The community survey results provide information about general community perspectives related to many different types of community investments and balancing long-term and near-term community needs.

The survey results reflect a strong commitment to social justice, support for investment in residential streets and walking paths and less interest in investment in parks and open space. The following table outlines some of the pedestrian related results:

Question	Strongly disagree	Disagree	Agree	Strongly agree
Our community should help seniors, those who are disabled, and low-income residents meet their transportation needs	1.3	6.0	53.8	39.0
Local government should use public resources to fund community and infrastructure improvements that attract business investment	1.7	8.8	63.5	26.0
Local government should continue to improve residential streets	0.6	9.0	69.3	21.1
Local government should reduce investment in bicycle and walking paths	21.1	44.0	25.9	9.1
Local government should improve public transportation by extending bus routes to reach additional parts of the community	3.3	19.9	51.6	25.2

## WAMPO Household Travel Survey

Issuing Agency/Organization: Wichita Area Metropolitan Planning Organization, 2010

Source: <http://www.wampoks.org/Publications/HTS+2010.htm>

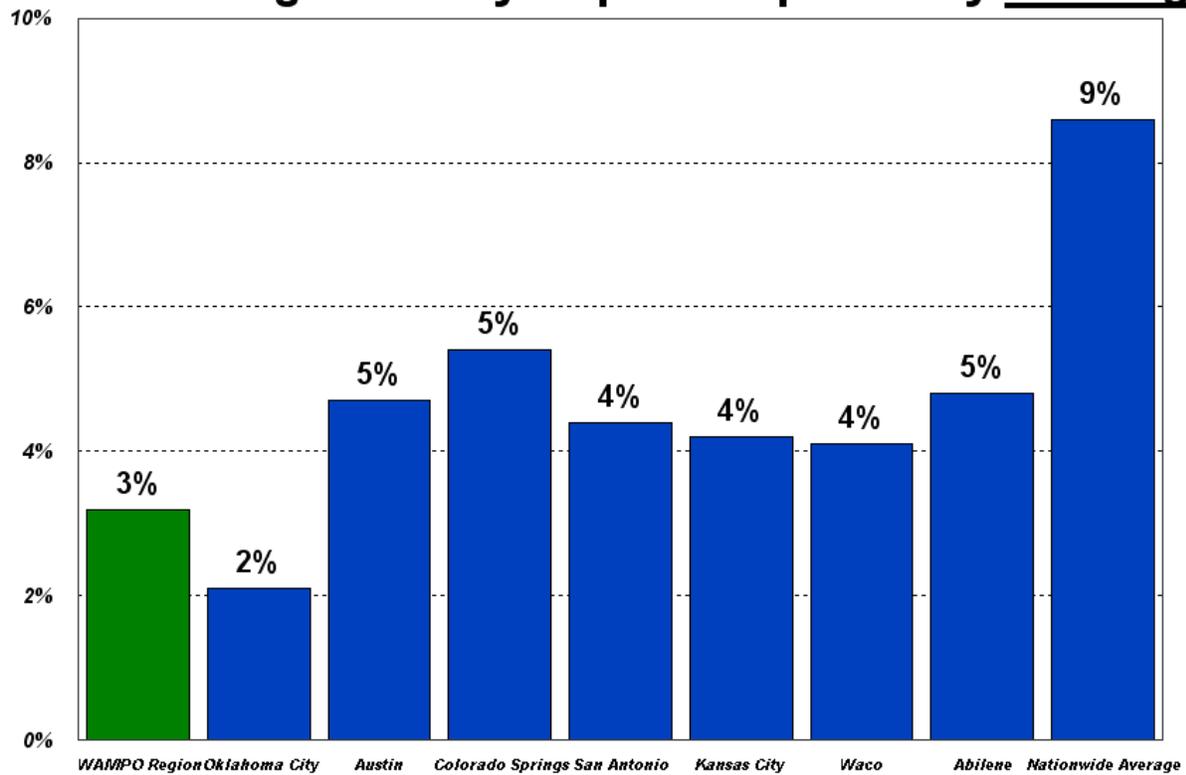
This survey, conducted in 2010 - 2011, gathered information related to household travel within the WAMPO area. The survey includes information about the types of trips people make, how they travel, and much more.

The survey provides some insight into regional trends in walking and attitudes toward walking as a mode of transportation. Walking is currently 3% of all trips in the region and much higher in underserved communities and households without cars. The following is a list of travel and walking related data collected from survey participants. This information is helpful to understanding how walking can be

improved in the Wichita region and how walking as a viable mode of transportation can influence residents' travel options as an alternative to driving short distances in single occupancy vehicles:

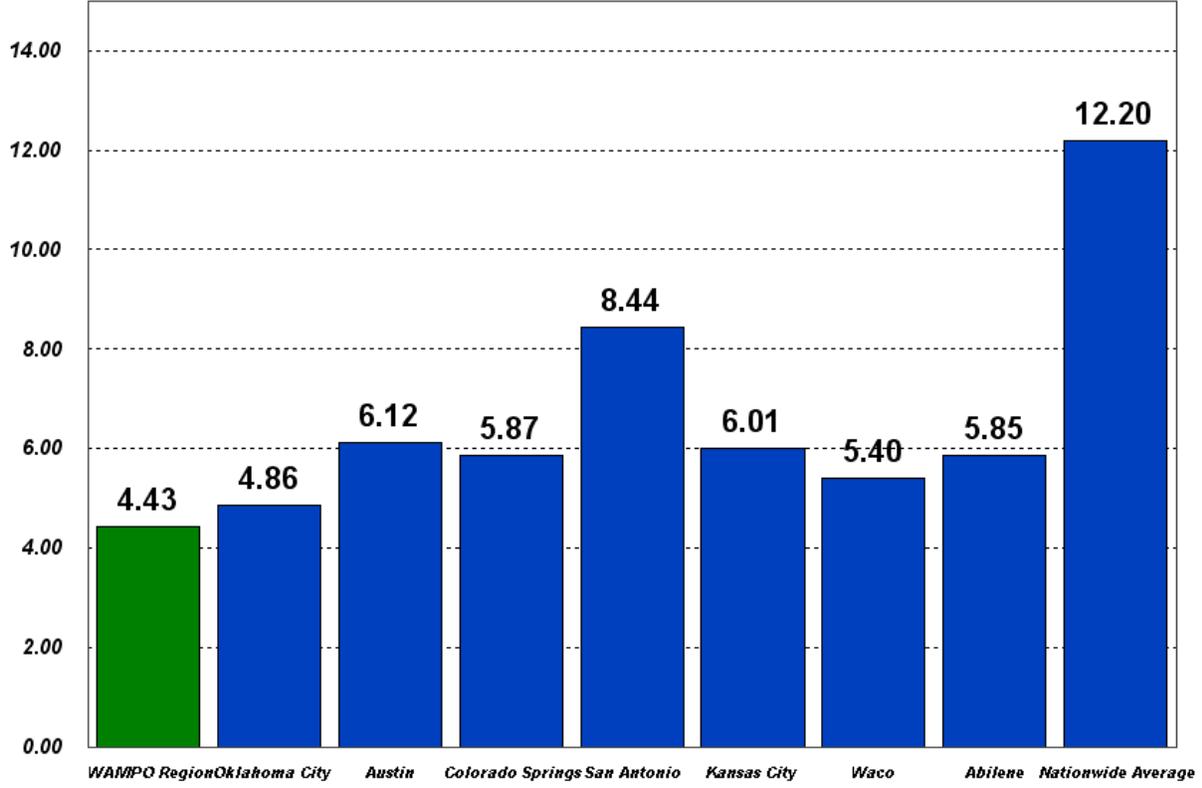
- Based on the household travel patterns the average number of trips per person per day is 3.5
- Most common places visited by residents: home, schools, shopping areas, work, home of friends or family
- Vehicle occupancy is 1.4 people per trip
- 3% of trips are on foot.
- 50% of all household trips were 10 minutes or less
- 55% of all trips by transit users were 10 minutes or less
- Households without cars report walking 30% of their trips, taking transit for 22.4% of trips
- Underserved population takes fewer trips by car. Walk for 26% of trips and take transit for 20% of trips.
- 26% of residents felt that the lack of safe and accessible sidewalk and other pedestrian facilities was a current problem and 26% felt that it is an emerging problem
- When asked for what reasons residents do not walk more often to destinations the top 5 reasons were: 1) I don't need to because I have a working vehicle; 2) don't live close enough; 3) don't know where the best routes are; 4) Not enough trails/paths/sidewalks; 5) missing links in trails/paths/sidewalks
- Developing new, improving, connecting existing pedestrian and bicycle facilities ranked 11 of 16 options in a list of priorities for roadway improvements. Improving safety on roadways rank second.
- Survey respondents were more willing to fund new pedestrian and bicycle facilities 7 of 16 priority items and less willing to fund improvements and connections within the existing bicycle and pedestrian network ranking the option 12th of 16 options.
- Residents are interested in focusing on sidewalk and path construction over bike lanes
- Regionally there is not a concern about air quality in the region with 37% of survey participants not concerned and 35% somewhat concerned.
- 74% of all trips are 1 to 4 miles
- When compared to a selection of comparable cities, the Wichita region ranks low (3%) in the percentage of trips by walking with the national average at 9%.
- When compared to other mid-west and other cities the average trip distance traveled in Wichita is significantly less than other locations. Shorter trips currently by car can be taken by foot or bicycle.

## Percentage of Daily Trips Completed by Walking



Source: WAMPO Household Travel Survey (ETC Institute, 2011)

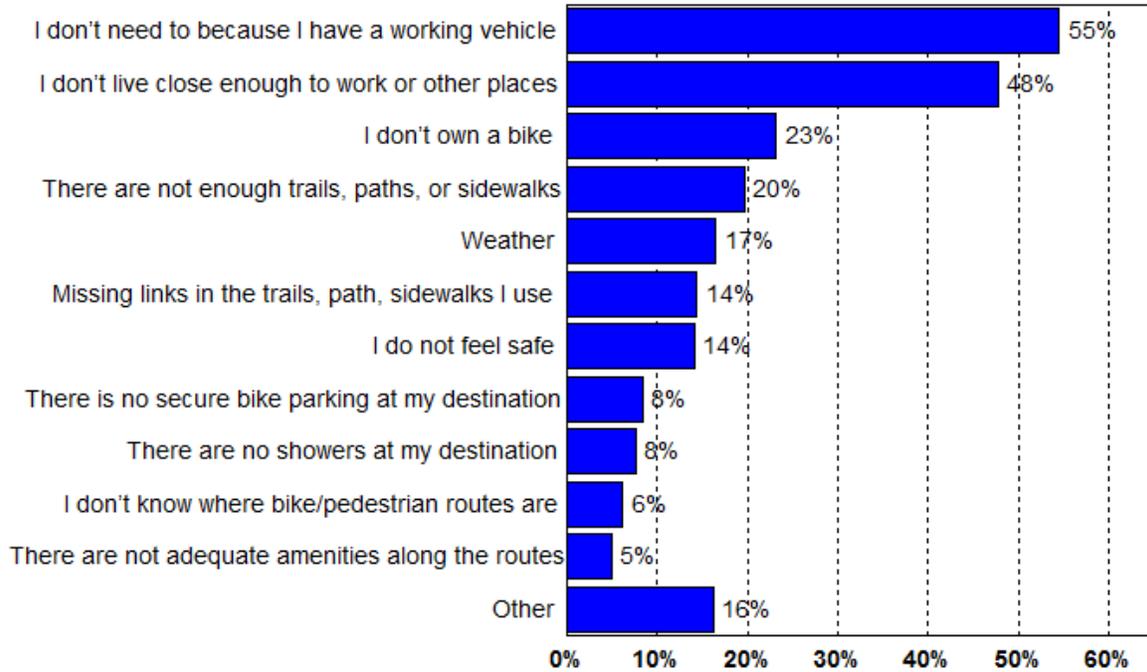
## Average Trip Length in Miles



Source: WAMPO Household Travel Survey (ETC Institute, 2011)

## Q5. Reasons Residents Don't Bike or Walk to Work or Other Destinations More Often

by percentage of respondents (multiple selections were allowed)



Source: ETC Institute (2010-11 WAMPO Regional Transportation Survey)