



City of Wichita Bicycle and Pedestrian Advisory Board

Tuesday, September 24, 5:30 – 7:00 P.M.

777 E. Waterman, Building 200
Wichita Transit Van Maintenance Facility
Conference Room

Agenda

<u>Time</u>	<u>Description</u>
5:30 pm	Call to Order Jack Brown, Interim Bicycle and Pedestrian Advisory Board Chair
5:31 pm	Approval of August Meeting Notes Jack Brown, Interim Bicycle and Pedestrian Advisory Board Chair
5:35 pm	Project Tracking Reports Jack Brown, Interim Bicycle and Pedestrian Advisory Board Chair
5:50 pm	Delano Bicycle Parking – Phase II Mike Lemke, Planning Department
6:00 pm	Bicycle Facility Maintenance Overview (no action) Scott Wadle, Planning Department
6:30 pm	Wayfinding System Plan (no action) Scott Wadle, Planning Department
6:35 pm	Routine Accommodation Policy (no action) Scott Wadle, Planning Department
6:45 pm	Pedestrian Master Plan Update (no action) Scott Wadle, Planning Department
6:50 pm	Closing Thoughts Jack Brown, Bicycle and Pedestrian Advisory Board Interim Chair
6:55 pm	Public Comments Jack Brown, Bicycle and Pedestrian Advisory Board Interim Chair

Notice – City Council Members may attend this meeting.



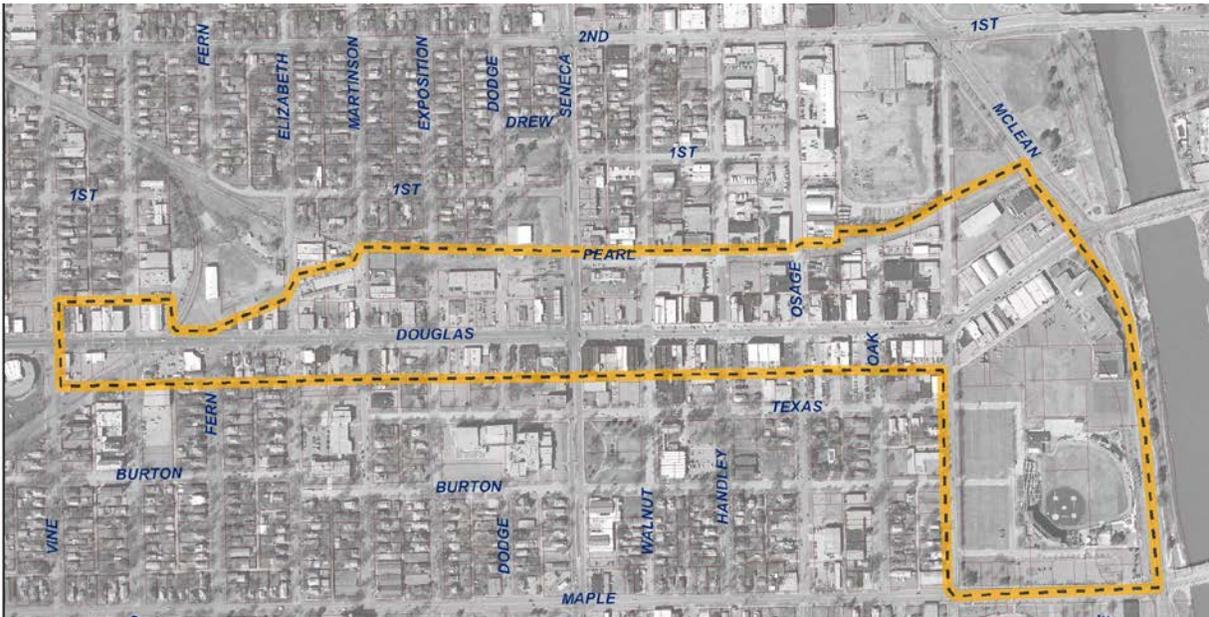
City of Wichita
Bicycle and Pedestrian Advisory Board Meeting
August 6, 2013

SUBJECT: Public Bicycle Parking Request Process

INITIATED BY: Metropolitan Area Planning Department

Recommendation: Recommend that the City Council endorse the proposed updates to the Delano West Douglas Avenue Bicycle Parking Plan (Plan).

Background: On April 5, 2011, the Wichita City Council endorsed the Plan as the official City of Wichita guide for the provision of public bicycle parking within the Plan boundaries. The Plan was developed by a Steering Committee of business owners and residents, with assistance from City staff, have worked for approximately eight (8) months to create the Delano West Douglas Avenue Bicycle Parking Plan (Plan). The plan boundaries are the former railroad corridor to the north, McLean Boulevard to the east, Seneca Street to the west, and a half block south of Douglas Avenue to the south.



The Plan includes recommendations for the following actions.

- The City should install 120 on-street bike racks along the West Douglas Avenue corridor, and 15 off-street bike racks at Lawrence-Dumont Stadium. The total estimated cost to purchase and install the 135 bike racks is \$72,000. The Plan recommends that the City fund 100 percent of the costs, while the Delano Community Development Corporation and other stakeholders seek non-City contributions to expedite the purchase and installation of the bike racks. The Plan recommends that the installation be divided into nine (9) phases in order to phase funding, allow for review of usage, and adjustments to future improvements if necessary. The Plan also includes the following recommendations.
- It is recommended that an artist consultation occur after the installation of the phase I bike racks, the Plan recommends that an artist be consulted to identify options for installing vehicle charging stations and/or artistic bike racks prior to the implementation of phase II and subsequent phases. The vehicle charging stations/artistic bike racks should be substituted for the Delano Bollard bike racks in key locations, to be determined.
- The City should include bicycle parking as part of the proposed new Central Branch Library facility designs.

In 2011, the City of Wichita utilized Energy Efficiency Community Block Grant funds from the American Recovery and Renewal Act (ARRA) to purchase and install the Phase I bicycle racks.

On June 11, 2013, the Wichita Area Metropolitan Planning Organization (WAMPO) awarded \$11,924 of federal Transportation Enhancement funds as a match for the \$8,346 of City Capital Improvement Program (CIP) Bicycle Enhancement line item funds to install the Phase II bicycle racks.

Since the award of the funds, representatives from Historic Delano and the Delano Neighborhood Association have met with City staff members to review the Plan and to identify any necessary updates. Below is a listing of the proposed updates.

- Rack location and prioritization
 - Between Elizabeth and Martinson – add two of the racks on the north side of the street to Phase 2
 - Between Seneca and Walnut - make two of the racks on the north side of the street part of Phase 2 and make two of the racks on the south side of the street part of Phase 4
 - Between Osage and Oak - make two of the racks on the south side of the street part of Phase 6
 - Between Sycamore and McLean – make four of the bicycle racks on the north side part of Phase 2 and make four of the bicycle racks on the south side part of Phase 4
- The Plan should recommend the artist consultation between phases 2 and 3.

The proposed updates were presented to the Delano Neighborhood Association at their August meeting. After reviewing the proposed changes, the neighborhood association indicated full support for the representatives from Historic Delano and the Neighborhood Association.

Analysis: The updates to the Plan will help to ensure that the installation of the Phase II bicycle racks meet the current and near future needs of the Plan area stakeholders.

Financial Considerations: The City of Wichita has identified \$8,346 from the City CIP Bicycle Enhancement line item to provide a local match for the \$11,924 of WAMPO TE funding for the purchase and installation of the Phase II bicycle parking.

Legal Considerations: None.

Recommendation/Actions: It is recommended that the Wichita Bicycle and Pedestrian Advisory Board recommend that the City Council endorse the proposed updates to the Delano West Douglas Avenue Bicycle Parking Plan (Plan).

Attachments: None.

Wichita Bicycle Facilities Maintenance Plan – DRAFT

September 19, 2013

Background

On February 5, 2013, the Wichita City Council endorsed the Wichita Bicycle Master Plan. The Plan is a guide for how the City can make it easier, safer, and more convenient to get around the City on a bicycle. The plan guides the provision of bicycle related infrastructure, policies, and plans by the City. Included within the Plan is a recommendation to ensure that the City “prioritize and fund bicycle facility maintenance” (Strategy 7). In order to implement the strategy, the Plan recommends the following actions.

1. Establish prioritization criteria and frequency for annual maintenance of existing facilities.
2. Annual maintenance: Create prioritized plan for maintaining and funding on- and off-road facilities (e.g. sweeping bike lanes; fixing pot holes, etc.).

In order to implement the two actions listed above and Strategy 7 in the Wichita Bicycle Master Plan, it is recommended that the City of Wichita fund this project to develop a Wichita Bicycle Facilities Maintenance Plan and an annual maintenance work plan.

It is recommended that the Wichita Bicycle Maintenance Plan include, but not be limited to, the following elements.

- Overview with general return of investment analysis explanation of the importance of proper maintenance of bicycle facilities
- Identification of current maintenance activities
- Identification of maintenance responsibilities by organization (e.g. adjacent property owner, City, Wichita Transit, utilities, etc.)
- Review of best practices for maintenance
- Categorization of maintenance activities (i.e. routine or major)
- Prioritization criteria for frequency of maintenance
- Cost estimates for maintenance activities
- Checklist for maintenance field staff with instructions and frequency
- Checklist for new construction maintenance estimates
- Recommended policies and procedures for receiving, administering, tracking, and recording maintenance requests
- Performance measures to evaluate performance
- Recommendations for future funding sources and related policies
- Recommended elements of an annual maintenance work plan
- Detour protocols for bicycle facilities that are closed for maintenance or other work
- Recommendations for changes to construction standards and design process to reduce maintenance costs
- Identification of current citizen reporting processes (i.e. how citizens report a City issue)

- Identification of current City issue logging, routing, and tracking
- Recommendations for improvements related to citizen issue reporting processes, logging, routing, and tracking.

The annual bicycle facilities maintenance work plan will be designed so that it can be replicated every year and can include the following elements.

- Identification of maintenance activities, if different than Wichita Bicycle Maintenance Plan
- Prioritization of bicycle facilities for maintenance activities
- Funding requests for maintenance activities
- Identification of maintenance projects for improvements to bicycle facilities
- Coordination activities for maintenance as part of other maintenance programs

Analysis

During the creation of the Wichita Bicycle Master Plan, maintenance was identified as a high priority by the planning process participants. The creation of the Wichita Bicycle Facilities Maintenance Plan and an annual maintenance work plan will help to ensure that maintenance is addressed in a systematic and cost-effective manner that reduces long-term costs and enhances safety.

Addressing the maintenance of the City's existing bicycle facilities is important due to the substantial investments in the many off- and on-street bicycle facilities that have been made in the past 40 years. Now is also a critical time to address maintenance because the City is poised to invest in another 149 miles of bicycle facilities over the next 10 years.

Costs

It is estimated that the cost to undertake this project will be approximately \$60,000. The costs to undertake this project are not eligible for inclusion in the Wichita Capital Improvement Program but are an eligible use of funds from the City operating budget. Per the email received on April 23, 2013, KDOT and WAMPO staff have determined that the development of a Wichita Bicycle Facilities Maintenance Plan is an eligible use of federal Surface Transportation Program (STP) funding.

In addition to the financial costs, the planning process will require staff time and commitment from a variety of departments, including but not limited to, those listed below.

- Public Works and Utilities
 - Maintenance
 - Engineering
 - Stormwater
- Planning
- Park and Recreation
- Metropolitan Area Building and Construction (graffiti)
- Information Technology

Wichita Bicycle Route and Wayfinding System Plan; and Demonstration Project – DRAFT

September 19, 2013

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Background

On February 5, 2013, the Wichita City Council endorsed the Wichita Bicycle Master Plan. The Plan is a guide for how the City can make it easier, safer, and more convenient to get around the City on a bicycle. The plan guides the provision of bicycle related infrastructure, policies, and programs by the City. Included within the Plan is the recommendation to install a signed bicycle route wayfinding system (Strategy 2). The wayfinding system will visually connect the bicycle network, allowing bicyclists to reach their destination with minimal or no use of a map. The signage will help increase safety by directing bicyclists to preferred facilities and by increasing the awareness of bicycle facilities that may not be readily visible from a major roadway.

In order to implement the strategy, the Plan recommends the following actions.

1. Adopt a wayfinding protocol (developed as part of the Wichita Bicycle Master Plan)
2. Create a signed bicycle route system plan
3. Prioritize segments and spot locations within the bicycle network where wayfinding signage is to be installed.

This project will implement the Wichita Bicycle Master Plan by creating a Wichita Bicycle Route and Wayfinding System Plan; developing designs for a bicycle route and wayfinding demonstration project on a six mile segment of the existing K-96 Path; and construct the demonstration project. This project will result in the following deliverables:

- A bicycle route system plan
- Final designs for bicycle route and wayfinding (signage and markings) on the K-96 Path from Dr. Dey Park (Grove Park) to Central Ave.
- Construction of the bicycle route and wayfinding (signage and markings) on the K-96 Path from Dr. Dey Park (Grove Park) to Central Ave.

The Bicycle Route and Wayfinding System Plan will include the following tasks listed below.

- Work with a **steering committee**, who will guide the development of the plan
- Work with a **technical advisory committee** consisting of City staff, who will provide input and information related to the project.
- Conduct **public outreach** and provide opportunities for **public input** related to the project
- Review and assess **best practices** for bicycle route and wayfinding systems, including but not limited to the following:
 - Route identification (both pavement markings and signage)
 - Destination identification (which ones, what proximity, etc.)
 - Installation and maintenance
- Creation of the **Wichita Bicycle Route and Wayfinding System Plan**
- Creation of a **capital budget** to serve as the basis for a budget for implementing the routes and wayfinding over a three (3) year period
- Creation of a planning level **costs calculator** for installation and maintenance costs

The Wichita Bicycle Route and Wayfinding System Plan should include, but not be limited to the following elements listed below.

- Principals for developing the plan
- Map(s) of the bicycle route and wayfinding system locations
- Identification of the bicycle route and wayfinding corridors by priority
- Prioritization criteria for prioritization
- Criteria for destination signage
- Identification of destinations for signage
- Signage and pavement marking designs
- Design guidance for bicycle routes
- Recommended funding amounts and sources (maintenance and installation)

Analysis

The creation of bicycle routes and wayfinding within the City of Wichita could help to expand bicycle access to destinations throughout the City, greatly expanding the geographic coverage of the bicycle network by utilizing local streets where appropriate. The creation of the bicycle routes and wayfinding is significantly less than the costs of developing bikeways (bike lanes, bicycle boulevards, paths, etc.) and can be accomplished in a much shorter time frame.

Costs

It is estimated that the cost to undertake this project will be approximately \$

- \$25,000 for the development of the Wichita Bicycle Route and Wayfinding System Plan
- \$8,400 for the design of the demonstration project (20% of construction costs)
- \$53,421 for construction of the bicycle route and wayfinding demonstration project (\$7,00 per mile, contingency, and City admin and overhead project fees)

Funding

The Kansas Department of Transportation has awarded the City of Wichita \$28,618 of Transportation Enhancement funding for the construction of the bicycle route and wayfinding demonstration project along the 6-mile segment of the K-96 Path from Dr. Dey Park to Central Avenue. As part of the TE application and award, the City of Wichita has committed to providing \$9,593 to construct the project.

The City of Wichita has also identified \$8,400 to fund the design of the design of the demonstration bicycle route and wayfinding project.

The unfunded portions of the project are \$25,000 for the Wichita Bicycle Route and Wayfinding System Plan and \$15,263 for construction of the bicycle route and wayfinding demonstration project.

Staffing

In addition to the financial costs, the planning process will require staff time and commitment from a variety of departments, including but not limited to, those listed below.

- Public Works and Utilities
 - Maintenance
 - Engineering
- Planning
- Park and Recreation

2013 - 2014

City of Wichita Bicycle and Pedestrian Advisory Board

Future Meeting Topics

September 19, 2013

Meeting Dates and Time: Meetings are held on the **** unless otherwise noted. Meetings begin at 5:30p.m. and are held in the **** at the Wichita City Hall, located at 455 N. Main St.

August

- ~~Purpose of Board and brief overview~~
- ~~Delano Bicycle Parking – Phase II~~
- ~~Delano oil drilling and future path corridor impacts~~
- ~~Bikeways Design Projects~~
- ~~Pedestrian Master Plan~~

September

- **Delano Bicycle Parking – Phase II**
- **Bicycle Facility Maintenance** (no action)
 - Who is responsible for what
 - How to report maintenance issues
 - Plan recommendations
 - Funding options
- **Routine accommodation policy and design standards** (no action)
 - What will the project accomplish
 - What is the funding source
 - How will it be managed
 - What is the schedule
- **Wayfinding System Plan** (no action)
 - What will the project accomplish
 - How can we fund the project
- **Pedestrian Master Plan** (update)

October

- **Vote for Chairperson**
- **Bicycle signage and markings detail sheet** (endorse)
 - What markings should be utilized
 - What signage should be utilized
- **Bicycle Facility Designs**

- **CIP Submissions**
 - Park Department
 - Engineering Division
- **WAMPO TAC Representative**
 - October 28th next meeting
- **Pedestrian Master Plan Steering Committee Appointments**

November

- Retreat
 - Bylaws subcommittee

December 2013

- Review draft annual report
- Review 2014 work plan (including meeting schedule)

January 2014

- Redbud Path
- Kellogg & I-235 Project
- Enforcement (Police Department)
 - Roadways
 - Actions that lead to crashes
 - Highest crash intersections
 - Grant funding
 - Paths
 - Patrols
 - Statistics – how much crime is associated with paths?

Parking Lot

- Library and Delano Path
- West Bank development and Delano Path
- T-intersections and crosswalks
- Pedestrian signals and flashing school zone lights
- Kellogg and Greenwich
- Northwest Bypass
- KDOT Practice to not award TA funds in MPO locations