



# Bicycle and Pedestrian Advisory Board

Monday, April 21, 2014

5:30 – 7:30 P.M.

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

## Agenda

<u>Item</u>	<u>Time</u>	<u>Description</u>
1.	5:30 pm	<b>Call to Order</b> Jack Brown, Chairperson
2.	5:31 pm	<b>Approve Previous Meeting Notes</b> Jack Brown, Chairperson
3.	5:33 pm	<b>Overview of Proposed WAMPO TIP and Bikeway Prioritization Process</b> Scott Wadle, Planning Department
4.	5:40pm	<b>Bikeway Prioritization Identification Exercise</b> Scott Wadle, Planning Department
5.	6:20 pm	<b>WAMPO TIP Discussion</b> Scott Wadle, Planning Department
6.	6:50 pm	<b>Closing Thoughts</b> Jack Brown, Chairperson
7.	7:00 pm	<b>Public Comments</b> Jack Brown, Chairperson

# Wichita Priority Bikeways Update Process – 2014

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## Recommended Action

It is recommended that the Wichita Bicycle and Pedestrian Advisory Board approve the proposed public consultation process to identify the next series of priority bikeways for design and construction by the City of Wichita.

## Background

On January 9, 2009, the Wichita City Council adopted the Wichita Parks, Recreation, and Open Space Plan (PROS Plan) as an amendment to the Wichita-Sedgwick County Comprehensive Plan. The PROS Plan includes a listing of the top priority pathways for the City (Attachment A). On July 18, 2011, the Wichita Board of Park Commissioners voted to endorse an updated priority pathways listing (Attachment B).

On February 5, 2013, the Wichita City Council endorsed the Wichita Bicycle Master Plan (Bicycle Plan). The Bicycle Plan is a guide for future actions by the City to make bicycling easier, safer, and more convenient. Included within the plan is a listing of the Top 10 Recommended Priority On-Street and Side Path Bicycle Facilities and the Top Priority Off-Street (Shared Use Path) Bicycle Facility (Attachment C).

Since the endorsement of the Wichita Bicycle Master Plan, the City of Wichita has utilized the Capital Improvement Program (CIP) years 2013 and 2015 Bicycle Enhancement line item of \$500,000 every other year to secure additional non-City funding to design and construct bicycle facilities. As a result, all or a portion of the recommended bikeways for nine of the Top 10 Recommended Priority On-Street and Side Path Bicycle Facilities, and one mile of the Top Priority Off-Street (Shared Use Path) Bicycle Facility have funding for design and construction.

## Analysis

The City of Wichita CIP and the Wichita Area Metropolitan Planning Organization (WAMPO) Transportation Improvement Plan (TIP) are both long-term capital investment planning documents. They provide the majority of funding for the design and construction of bicycle facilities in Wichita. The City CIP plans for capital investments out 10-years and the WAMPO TIP has a planning horizon of four years. Having a list of priority bicycle facility projects helps the City of Wichita to plan for their design and construction in the CIP. It also helps the City to prepare applications to WAMPO (and other organizations). Having a list of additional priority bikeways in addition to, or as a replacement, for the bikeways identified in the Bicycle Master Plan could help the City to plan for future bikeway investments and funding applications.

The Wichita Bicycle Master Plan recommends that the Park Department be the lead City department to implement the shared-use paths recommended in the plan. City guidance for priority shared-use paths is provided by three different documents: the Bicycle Plan, PROS Plan, and the Park Board endorsed an updated priority pathways listing. All three documents currently recommend different paths as the top priority for the City to develop. Hosting another prioritization process could provide an opportunity to update and coordinate the lists.

It is proposed that the City utilize a public engagement process similar to the open house format used to collect feedback on the priority bicycle facilities for the Bicycle Plan and add an additional online survey. Below is a listing of the proposed steps for the process.

1. The Bicycle and Pedestrian Advisory Board identifies approximately 12 – 15 potential priority on-street and sidepath bikeways. The board may also choose to recommend potential priority shared-use path facilities for consideration by the Park Board.
2. The Park Board identifies potential priority shared-use pathways.
3. Announcements about the upcoming open house event and the launch of the online voting survey are made at the Bike Month kick-off event.
4. The City hosts a public open house event for people to provide input about the priority bicycle facilities and to learn about the accomplishments implementing the Bicycle Plan in 2013.
5. The Bicycle and Pedestrian Advisory Board uses the public input collected to develop and endorse a list of priority on-street and side path facilities. The list is fiscally constrained based on estimates for available funding. The board may also choose to recommend potential the priority shared-use path(s).
6. The Park Board uses the public input (and Bike Ped Board input if applicable) to develop and endorse a list of priority shared-use path facilities. The list is fiscally constrained based on estimates for available funding.

\* Construction of these priority segments contribute the completion of the East Loop<sup>1</sup>

- **Priority 1 (tie) — I-135 to K-96 Pathway.** There are two alignments proposed for a pathway that would connect the I-135 Canal Bike Path with the K-96 Pathway from McAdams Park to Grove Park. The 2.5 mile alignment would travel along the industrial area along the west side of I-135 on New York Street. The 2.3 mile alignment would create a pathway through the post World War II single-family housing along the east side of I-135.
- **Priority 1 (tie) — “Redbud Trail”.** The 2.5 mile pathway alignment would follow the former Burlington Northern Santa Fe Railway (BNSF) 17th Street railroad corridor, also known as the “Redbud Trail”. The segment would connect I-135 to the west edge of Oliver.
- **Priority 2 — K-96 Pathway to Harry Street Pathway Connection.** The 3.0 mile section of pathway starts at the current south terminus of the K-96 Bike Path and travels south along 127th to Harry Street, where it tracks west to connect to the existing off-street multi-use pathway on the south side of Harry Street.
- **Priority 3 — Arkansas to Haysville Pathway Connection.** The proposed 5.5 mile corridor connects the City of Wichita and City of Haysville pathways systems.
- **Priority 4 — Bitting Avenue to 13th Street Pathway.** The proposed 777 foot pathway connects the existing Rosalie Bradley Memorial Pathway, located within Minisa Park, to the Riverside Park system.
- **Priority 5 — Delano Neighborhood Pathway.** The 0.6 mile pathway extends east and west through the former railroad corridor located just half a block north of the Delano Business District along Douglas Street.
- **Priority 6 — South Central Neighborhood Pathway.** The 2.78 mile pathway would occupy the east bank of the Arkansas River and connect the Arkansas River Corridor to multiple existing pathways.

This Plan supports the seven pathway priorities selected by the Wichita Board of Park Commissioners. Completion of these projects will enhance the recreational experiences and transportation connections for Wichita residents and reinforce the connections the pathways have to existing park network.

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<sup>1</sup> The East Loop is a continuous 31 mile network of bicycle paths that provide access to various community destinations.

## Attachment B

### Priority Pathways Listing Approved by the Wichita Park Board July 18, 2011

1. Delano neighborhood pathway north of Douglas
2. K-96 to Harry
3. Arkansas to Haysville – from Watson to Haysville along the river corridor
4. South Central neighborhood – East river bank to Herman Hill Park
5. Redbud A continue existing trail to K-96
6. Redbud B K-96 to county line
7. Connect west trail to Prairie Sunset Trail through Goddard

Attachment C

Wichita Bicycle Master Plan Recommended Priority Bicycle Facilities

TABLE 5-1: *Top Ten Recommended Priority On-street and Side Path Bicycle Facilities (arranged alphabetically)*

Name	Description
1st and 2nd Street Bike Lanes	Extend existing bike lanes from I-135 to the Arkansas River (east/west)
2nd 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 Huntington 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 21st 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 & 13th St., and going north to via Perry/Portier/20th/Coolidge to 21st 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 bicycle boulevard starting at Sycamore and Douglas and going south to Glenn St via Dayton, Osage, McCormick, Dodge and Orient. (north/south)

TABLE 5-2: *Top Priority Off-Street (Shared Use Path) Bicycle Facility*

Name	Description
Redbud Path – Oliver to K-96	Construct path on former railroad right-of-way between Oliver and K-96