



Bicycle and Pedestrian Advisory Board

Monday, September 8, 2014

5:30 – 7:00 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	Call to Order Jack Brown, Chairperson
2.	5:31 pm	Approve Previous Meeting Notes Jack Brown, Chairperson
3.	5:35 pm	Board Member Project Reports Jack Brown, Chairperson
4.	5:45 pm	Wichita Pedestrian Master Plan Scott Wadle, Senior Planner
5.	6:10 pm	Wichita Multi-Modal Policy and Street Design Guidance Scott Dunakey, Professional Engineering Consultants
6.	6:40 pm	Wichita Bicycle Tours <ul style="list-style-type: none"> • Built Environment Conference • Kansas American Planning Association • League of American Bicyclists visit Scott Wadle, Senior Planner
7.	6:50 pm	Announcements Jack Brown, Chairperson
8.	6:55 pm	Closing Thoughts Jack Brown, Chairperson
9.	7:00 pm	Public Comments Jack Brown, Chairperson

Notice – City Council Members may attend this meeting.



Bicycle and Pedestrian Advisory Board

Monday, August 11, 2014

5:30 – 7 P.M.

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

Meeting Notes

Members Present: Maxine Bostic, Jane Byrnes, Barry Carroll, James Crowder, Jerry Jones, George Theoharis, Tyler Stutzman
Members Absent: Tom Lasater
City Staff: Scott Wadle, MAPD & Julianne Kallman, Senior Engineer
Guests: Tom Smith plus two children & Becky Robertson, District IV Applicant

Item	Time	Description
1.	5:30 pm	Call to Order: Jack Brown, Chairperson, called the meeting to order and welcomed City staff and guests.
2.	5:35 pm	Approve Previous Meeting Notes: Jerry Jones moved [George Theoharis] to approve the July 14, 2014 meeting notes. Motion carried 7-0.
3.	5:45 pm	Board Member Project Reports: 1) Master Pedestrian Plan: DABs have considered and will be considered by the Wichita City Council [WCC] in the coming weeks; b) Mt. Vernon: the intersection at Oliver & Mt. Vernon is being reconstructed; bike lanes will be installed at a later date; c) Bicycle Friendly City Designation: an application with letters of support will be submitted in the summer of 2015 subject to WCC approval; d) Delano Bicycle Parking Plan-Phase II: the City Engineer will present this plan to the WCC; e) Redbud Trail: a ribbon cutting ceremony was held at the newly installed cross walk at 13 th & Roosevelt Streets; f) Delano/River Vista Apartments: the WCC will consider a revised plan in September; g) Delano Brownfield Application: an intern will work on the application to be submitted; and h) Douglas Design District: the City's Design Council has recommended approval of the concept from Washington to Grove [there is no designated funding as yet].
4.	6:15 pm	Discussion of the Redbud Bike Path: Julianne Kallman, Senior Engineer, stated that she was pleased to be in attendance and that she was the project manager for the Redbud Trail. Ms. Kallman showed a PowerPoint presentation that outlined the various amenities along the approximately two-mile multiuse path. According to Ms. Kallman, the first bids were over budget and new bids will be considered in September. If the bids are acceptable, construction could possibly take place this fall/winter! Following the presentation, there was a lively question and answer session. Maxine Bostic has been fielding several questions about lighting and safety concerns along the trail. Scott Wadle suggested that Maxine could ask citizens to contact him directly with their questions/concerns. Following the discussion, the board thanked Ms. Kallman for her informative presentation. Board members are very pleased with this project and expressed appreciation to the Mayor, Manager and City Council for their ongoing financial support.

5.	7 pm	<p>Armour Bike Boulevard: Barry Carroll moved [Jerry Jones] to recommend approval of the City Engineer’s Plan as submitted to DAB II except for the portion along Woodlawn, between Rockhill Lane and 21st Street, and that the Bike Boulevard route should proceed in a northeasterly direction at and along Rockhill Lane and Bramblewood Street to 21st Street as proposed in the Master Bicycle Plan. The board also recommends that a ground controlled traffic signal be installed at the Bramblewood and 21st intersection as per the Master Bicycle Plan. Motion carried 6-1 [George Theoharis].</p> <p>In response to comments heard at the DAB II meeting, the board also recommends that <i>Armour between Douglas and 13th be utilized as the Bicycle Boulevard route for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>that is the route recommended by the Bicycle Master Plan;</i> • <i>the route is already being used by bikers, runners and pedestrians;</i> • <i>the route best serves Price-Harris Elementary and St. Thomas Elementary and would encourage students to walk or ride their bikes to school;</i> • <i>congestion around the school would be only an hour in the morning and evening and not in the summers; most cycling and walking takes place in the evenings and on the weekends; and</i> • <i>there is an existing signal in close proximity to Central that would allow bikers and walkers to safely cross.</i> <p>This proposed route along Armour will be an excellent north/south bicycle boulevard to the citizens of Wichita and will connect to the Red Bud and Chisolm Creek/K-96 Trail systems.</p> <p>Barry Carroll moved [Maxine Bostic] to recommend approval of the following City Engineer’s project designs as presented to and approved by their respective District Advisory Boards:</p> <ul style="list-style-type: none"> • <u>1st and 2nd Street Bikeways</u> • <u>Market and Topeka Bikeways</u> • <u>Schweiter to WSU Bikeway</u> • <u>Sycamore Bikeway</u> • <u>Woodchuck Bike Boulevard</u> <p>Motion carried 7-0.</p> <p>Finally, the WBPAB is most appreciative of the City’s commitment to improve the infrastructure for cyclists and pedestrians – of all ages. The board is sensitive to citizen input and believes our recommendations are reasonable based upon our comments above.</p>
6.	7:25 pm	<p>Closing Thoughts: Jack Brown, Chairperson, asked for comments from the board.</p> <ul style="list-style-type: none"> • Status of the WCC ‘Maintenance’ Letter: Jack Brown reported that the board’s letter regarding on and off-street maintenance issues had been forwarded and will be considered during budget discussions.

		<ul style="list-style-type: none"> • Bike/Ped Count: Barry Carroll stated that WAMPO will be conducting an official count in September and volunteers are needed. • Walktober: Jane Byrnes asked that this item be placed on next month’s agenda. • Board Vacancies: George Theoharis urged the board to advocate for the filling of the two vacant board positions [District IV and City Manager’s appointee]. George believes it is imperative to have a full board! • Project Tracking: Jack Brown encouraged members to continue to track their assigned projects. In addition, Jack suggested that a subcommittee be formed and meet, periodically with City staff, and then provide a summary to the full board. • Board Roster: Staff provided an updated roster. If a member’s term has expired, it is important to contact the Mayor’s Office and asked to be reappointed if desired.
7.	7:30 pm	<p>Public Comments: Jack Brown, Chairperson, asked if anyone wanted to address the board.</p> <ul style="list-style-type: none"> • Becky Robertson, who lives in District IV, stated that she had completed and submitted an application to serve on the board. Board members thanked Ms. Robertson for her interest and encouraged staff to expedite her application. <p>There be no further business, the meeting was adjourned at 7:37 pm.</p>

Respectfully submitted,



Barry Carroll,
WBPAB Secretary

8/14/14

Wichita Bicycle and Pedestrian Advisory Board
September 8, 2014

TO: Wichita Bicycle and Pedestrian Advisory Board Members

FROM: Wichita-Sedgwick County Metropolitan Area Planning Department

SUBJECT: City of Wichita Pedestrian Master Plan

AGENDA: New Business

Recommendation: Recommend endorsement of the Plan by the Wichita City Council.

Background: The DRAFT City of Wichita Pedestrian Master (Plan) is a 10 year guide for how the City of Wichita (City) can improve conditions for walking. More than 50 events have been held with opportunities for individuals to participate in the planning process by completing surveys, serving on committees, participate in community meetings, and attending open house events. The Plan includes a vision, goals, actions, priorities, design guidance, and performance measures.

On April 16, 2013, the City Council approved a Wichita Bicycle and Pedestrian Projects Memorandum of Understanding (MOU) between the YMCA, acting as the fiscal agent for the Health and Wellness Coalition of Wichita, and the City. The MOU's purpose is to support projects that make it easier, safer, and more convenient for people to walk and bike within the City. The projects identified in the MOU included the creation of a Pedestrian Master Plan.

On May 14, 2013 the City Council approved the selection and contract with Toole Design Group to undertake the preparation of the Plan. A 16-member Steering Committee was created and appointed by the Wichita Bicycle and Pedestrian Advisory Board to help oversee the planning process. The Steering Committee included representatives that provided the following perspectives: USD259, Bike Walk Wichita, WAMPO, KDOT, Wichita Bicycle and Pedestrian Advisory Board, seniors, young professionals, Wichita-Sedgwick County Access Advisory Board, and other stakeholders.

Over the last year, the planning Steering Committee has worked closely with the Plan Technical Advisory Committee comprised of City staff members and the community at-large to create a plan that meets the needs of our community. There have been many different public input opportunities related to the Plan, including 11 Steering Committee meetings; 2 open house events, and 11 focus groups/listening sessions. Individuals have also had opportunities to provide comments online – 137 people completed the online survey, 157 comments were submitted on the interactive mapping tool, and 467 interactions on the Activate Wichita Pedestrian Plan topic.

The Plan was presented to all of the District Advisory Boards (DABs), and the Wichita Transit Advisory Board. All six DABs and the Wichita Transit Advisory Board recommend that the City Council endorse the Plan. In addition, the Plan was presented to the Wichita-Sedgwick Access Advisory Board. The Access Advisory Board recommended that the City Council adopt the Pedestrian Plan, provided that the Sidewalk Ordinance be amended such that: "Sidewalk must be installed or rehabilitated when any street is constructed, reconstructed, resurfaced, or restored. If sidewalk is not to be installed or rehabilitated, any waiver of the installation of the sidewalk must be by a separate vote of the City Council."

Analysis: The Plan includes the following three goals.

- Goal 1: Provide a safe and welcoming pedestrian network
- Goal 2: Improve community accessibility and connections for pedestrians

- Goal 3: Promote a citywide culture of walking

In order to accomplish the goals - the Plan contains strategic recommendations for improvements split into the following categories: Engineering, Encouragement, Education, Enforcement, Maintenance and Construction; and Plan Implementation.

Engineering

Since pedestrian infrastructure is located throughout the city, the Plan includes a mix of recommendations that can apply at different levels: city-wide, neighborhood, and specific locations. The Plan also includes recommendations for policies and programs to make improvements in the short-term and long-term.

The Plan includes design guidance for street-related improvements that can help to ensure that projects throughout Wichita reflect best practices – improving pedestrian safety and encouraging more walking trips. The design guidance includes a graphic representing the best practice design, a photo example, description, benefits, and the crash reduction factor. The guidance addresses roadway crossings, intersections, and traffic calming. The design guidance can benefit both public and private projects.

At the neighborhood level, the Plan identifies typical pedestrian related challenges and design treatments that can be used to address those challenges. The information is provided according to five types of general street patterns: Downtown Grid, Residential Grid, Grid and Curvilinear, High Density Curvilinear with Cu-de-Sacs, and Low Density Curvilinear with Cul-de-Sacs. The Plan provides a toolbox that residents can use to help make it safer and easier to walk in their neighborhood.

The Plan does not include a map that recommends where individual improvements are needed, instead it recommends processes and programs that can be used to identify specific location improvements based on strategic priorities. For example, the Plan includes recommendations for senior walking routes and student walking routes. Once walking routes are identified, then inventories can be used to identify specific improvements that are needed (i.e. crosswalks, sidewalks, etc.)

Encouragement; Education; Enforcement; Maintenance and Construction; and Plan Implementation

The Plan includes recommendations for 9 strategies with related actions related to the non-Engineering category improvements. A listing of the strategies is available in the attached Plan Executive Summary.

Prioritization and Funding

Recommendations within the Plan can be scaled up or down depending on available resources. Many of the recommendations are for activities that the City already does (i.e. marked crosswalks, intersection improvements, safety education, etc.). Although the Plan does not contain recommendations for improvements at specific locations, it does include planning level cost estimates for typical pedestrian treatments. The Plan also includes information on a variety of local, federal and other sources that can be used to fund pedestrian projects. The information includes a matrix for quick reference and descriptions of the funding sources.

The Plan includes information to assist with establishing priorities, because resources and timing don't generally allow for every project and improvement to be undertaken at once. The recommended prioritization criteria/considerations are: does it serve students; does it serve the senior population; does it fill in a gap in the existing system; is it on a safety corridor; is it on a transit route; does it connect to retail/service destinations; does it connect to a public park or public amenity; does it address a public concern.

Financial Considerations: No funding is attached to the Plan, and endorsement by the City Council does not involve any commitment by the City for future funding. It is a future guide for pedestrian related infrastructure, policies, and programs. Any funding to implement the Plan will need to be initiated through a separate process.

Recommendations/Actions: It is recommended that the District Advisory Board recommend that the City Council endorse the Plan.

Attachments:

City of Wichita Pedestrian Master Plan Executive Summary

Please note that all the Bike Plan documents are available on the project website at www.wichita.gov .

EXECUTIVE SUMMARY



The Wichita Pedestrian Master Plan (Plan) is a guide for how the City of Wichita can improve conditions for walking over the next 10 years. Wichita residents have indicated a desire to improve conditions for walking, and especially to make needed safety improvements. Wichita residents currently walk for 1.3 percent of trips to work, yet pedestrians account for 16.8 percent of traffic fatalities in the city.¹ In addition to a desire for safety improvements, Wichita residents shared the following perspectives about the Wichita pedestrian environment:

- » Twenty six percent of residents in the region felt that the lack of safe and accessible sidewalks and other pedestrian facilities was currently a problem and a further 26 percent felt it is an emerging problem.²
- » Improving safety on roadways ranks second out of 16 priority options for roadway improvements for residents in the region.²
- » Nearly 93 percent of survey participants agree or strongly agree that Wichita should help seniors, those who are disabled, and low-income residents meet their transportation needs.³
- » Forty five percent of citizens rated walking conditions in Wichita as “good” or “excellent.” When compared to other cities of its size, Wichita is considerably below the national benchmark.⁴
- » Sidewalk maintenance was rated a 40 out of 100, much below the nationwide benchmark.⁴
- » The most popular recreational activities in Wichita include: walking for pleasure (#1), dog walking (#4), and nature walks (#9).⁵
- » Residents want to be able to walk to Wichita parks and want help finding their way to trails.⁵

¹ Alliance for Biking and Walking. “Bicycling and Walking in the United States: 2014 Benchmarking Report.” 2014.

² WAMPO Household Travel Survey. 2010 - 2011.

³ Wichita-Sedgwick County Community Investments Plan Community Survey. 2013

⁴ National Citizen Survey. 2012.

⁵ Wichita Parks, Recreation and Open Space Plan Survey. 2007.

This Plan presents an opportunity for the City of Wichita to build on what residents already find to be valuable community assets, while continuing to improve the pedestrian environment for all users of the transportation system. Walking is the most basic form of transportation. Improving the pedestrian environment – the “walkability” of a place – can result in significant improvements in the public health, safety, and the economic well-being of a community.

PUBLIC INPUT AND THE PLANNING PROCESS

This Plan reflects public input received throughout the planning process. This included numerous opportunities and different formats for stakeholders to provide input, including: Steering Committee meetings; two (2) public open house events; multiple listening sessions; an online survey; and an online interactive map. Ultimately, the planning process was guided by a Steering Committee of Wichita citizens and stakeholders who were assisted by a Technical Advisory Committee comprised of City staff.

One overarching theme from the public input was a desire to improve conditions for walking in Wichita and make it safer for all pedestrians. Stakeholders emphasized the need to improve the pedestrian network for seniors and children. Making and enhancing connections between and within neighborhoods was also strongly desired. The Vision, Goals, Strategies, and Actions were developed to reflect the public input.

THE WICHITA PEDESTRIAN PLAN VISION AND GOALS

The Wichita Pedestrian Vision

By 2024, the City of Wichita will be a pedestrian friendly community and a place where walking is an easy choice in all people's daily lives. Wichita residents and visitors will have access to high quality and safe walking environments that connect all neighborhoods, destinations, and other modes of transportation, while contributing to a stronger, healthier, and more vibrant Wichita.

Goals

Goal 1: Provide a safe and welcoming pedestrian network

Improving safety for all roadway users is essential to creating a pedestrian-friendly community.

Performance Measure Target: Reduce the pedestrian fatality rate by one third over the next 10 years.

Baseline:

- » The Bicycling and Walking in the United States 2014 Benchmarking Report reports the 2009-2011 Pedestrian Fatality Rate for Wichita at 16.8. Pedestrian Fatalities per 10,000 daily pedestrian commuters is calculated by dividing the average number of annual pedestrian fatalities from crashes with motor vehicles (obtained from KDOT data) by the estimated average annual number of commuters walking to work (obtained from U.S. Census American Community Survey three year estimate) - divided by 10,000.⁶

⁶ Alliance for Biking and Walking. “Bicycling and Walking in the United States: 2014 Benchmarking Report.” 2014.



Goal 2: Improve community accessibility and connections for pedestrians

Reducing barriers to transportation by building network connections will make the walking environment in the City of Wichita more accessible to everyone.

Performance Measure Target: Increase the amount of walking in Wichita by 50% over the next 10 years.

Baselines:

- » The U.S. Census Bureau 2010-2012 American Community Survey 3-Year Estimates reports that walking is the primary means of transportation to work for 1.3 percent of Wichita resident workers age 16 and over.
- » The 2013 WAMPO bicycle and pedestrian counts conducted for two hour periods on a weekend and a weekday reported 724 pedestrians counted at count locations in Wichita.

Goal 3: Promote a citywide culture of walking

Providing a citywide environment where walking is available as a comfortable everyday option provides the population of Wichita with more transportation and recreation options.

Performance Measure Target: Increase the percentage of survey respondents rating ease of walking in Wichita as "excellent or good" to at least 60 percent.

Baseline:

- » As part of the 2012 National Citizen Survey, 45 percent of Wichita survey respondents rated the ease of walking in Wichita as "excellent" or "good."



The following ten strategies are recommended for implementation over the next 10 years to achieve the goals and realize the vision of this Plan.

Strategy 1 - Implement the Design Guidance Included in Chapter 7 of this Plan

Following a set of comprehensive design guidelines can provide consistent, useful direction to practitioners help reduce crashes, improve access, create a better walking environment, and set consistent expectations for pedestrians. This strategy recommends that the City incorporate this Plan's design guidance into City guidelines, projects and review processes.

Strategy 2 - Create a Marked Crosswalk Policy

It is recommended that the City develop a policy to help formalize a consistent approach for marked crosswalks. This will help improve safety and set consistent expectations for all street users. It is also recommended that the City review and update existing marked crosswalks.

Strategy 3 - Focus Pedestrian Improvement Resources on Improving Safety at Intersections

Crashes involving pedestrians and motor vehicles typically occur at intersections. Focusing resources on improving the design of intersections is the single best way to reduce the number of crashes and injuries involving pedestrians. It is recommended that the City identify high priority intersections for improvements and include pedestrian safety as a factor in capital projects selection processes.

Strategy 4 - Provide Sidewalks along Arterial Streets

It is recommended that the City continue to install sidewalks along arterial streets, and that the City utilize a prioritization process to ensure that new sidewalks are in locations that will have the greatest benefit to the community.

Strategy 5 - Improve Pedestrian Infrastructure near Senior Centers, Housing and Destinations

Seniors are encouraged to walk to maintain and promote health, independence, and social interaction. At the same time, the percentage of pedestrian fatalities that involve seniors is

disproportionately high compared to their representation in the general population.⁷ It is recommended that the City work with other community partners to respond to requests for improvements along senior walking routes.

Strategy 6 – Improve Safety by Improving Pedestrian Infrastructure near Schools

It is recommended that the City work with other community partners to identify school walking routes and identify improvements. It is also recommended that the City continue its support of school districts to upgrade school curbside management plans that make it safer to walk to school.

Strategy 7 – Make Maintenance of Pedestrian Infrastructure a Priority

The City already has a significant network of sidewalks and pedestrian infrastructure. Maintaining the existing pedestrian infrastructure is necessary to improve pedestrian safety, encourage more walking, and save money by increasing facility life. It is recommended that the City review and update the process for identifying and prioritizing pedestrian maintenance needs and improve the way that people can report concerns regarding pedestrian facility maintenance.

Strategy 8 - Plant and Maintain Street Trees

It is recommended that the City continue providing trees along roadways by incorporating street trees in capital projects, and seek funding/partnerships to maintain existing and new street trees.

Strategy 9 – Support Efforts to Encourage Walking to School and Safety Education

Walking provides freedom and independence to younger populations. It is recommended that the City continue to support partner organizations to encourage and support participation in national “Walk to School Day.”

Strategy 10 – Monitor and Update the Implementation Plan

It is recommended that the City create an annual work plan and develop an annual progress report. It is also recommended that the City provide training and adequate staffing to implement this Plan.



⁷ US Department of Transportation National Highway Traffic Safety Administration. “Traffic Safety Facts.” 2012.

Apart from the “Top 10” strategies recommended for implementation over the the next 10 years, there are a number of longer-term strategies that should also be considered including those listed below:

- » Strategy 11– Make Area-Specific Pedestrian Improvements
- » Strategy 12 – Improve Pedestrian Access to Buildings
- » Strategy 13 - Improve Pedestrian Connections to Transit
- » Strategy 14– Encourage Walking for Fun, Health, and Transportation
- » Strategy 15 – Provide Pedestrian Wayfinding
- » Strategy 16 – Support Safety Education Programs that Focus on Changing Pedestrian, Bicycle and Motorist Behavior
- » Strategy 17– Develop Enforcement Strategies that Focus on Changing Pedestrian and Motorist Behaviors that Cause Crashes
- » Strategy 18 – Maintain Pedestrian Access During Construction

MAKING PROGRESS

An essential part of this plan is establishing a process for evaluating progress and adjusting annual work plans to react to identified priorities. Maintaining an annual work plan and progress report can be important to help achieve year to year progress. It can also be important to have a clear understanding of the costs of pedestrian infrastructure, and to identify potential infrastructure and program funding sources.

Annual Work Plan and Implementation Progress Report

Establishing a process for setting short-term targets, ensuring accountability, and celebrating successes can be one of the best ways to make progress implementing this Plan over the next 10 years.



An annual implementation work plan can be used to focus attention on areas identified as lacking, be a mechanism to look for opportunities to take advantage of public and private projects, and a chance to reconsider how resources are being allocated. It should identify annual performance targets for implementation of this plan. A draft 2014-2015 Annual Implementation Work Plan is provided as Appendix G.

To monitor the progress of implementation, a progress report should be prepared on an annual basis. This document should illustrate progress relative to the goals and performance measures expressed in this plan, and provide an opportunity to celebrate major accomplishments. The progress report should be geared toward the public as the primary audience, but can also be used by the Bicycle and Pedestrian Advisory Board and the City Council as they review progress and recommend future actions.



Figure I: Pedestrian Plan Implementation

Infrastructure Costs & Potential Funding Sources

The cost of pedestrian infrastructure varies by location depending on many factors. However, a general sense of the scale of these costs is important for planning and project development. Chapter 5 provides additional information on planning level cost estimates for pedestrian infrastructure. The cost estimate information should only be used for planning level estimates and not for determining actual bid prices for a specific infrastructure project. Cost estimates can be refined as a potential project moves from planning to design and construction. The figure below illustrates how the cost estimates are refined as a project moves through the design process.

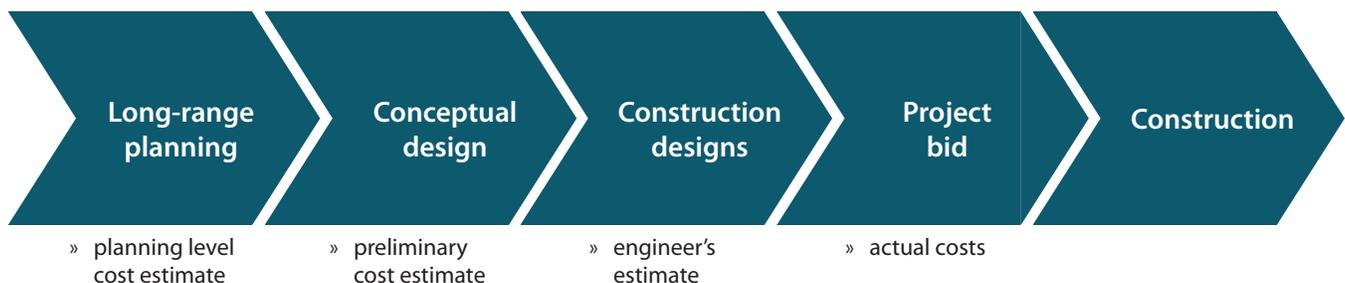


Figure II: Cost Estimates for Planning and Design Phases

Pedestrian projects and programs can be developed either as stand-alone projects or as part of other projects through routine accommodation (e.g. including a crosswalk as part of a repaving project), which generally costs less compared to undertaking a project separately.

Table I: Pedestrian Projects Funding Sources Summary Matrix

Project Type	Local			Federal							Other	
	RA	BGT	CIP	STP	HSIP	402	NHPP	CMAQ	RTP	TAP	P/P	C/R
Pedestrian Plan		X		X							X	
Paved Shoulders	X		X	X	X		X	X		X	X	
Shared Use Path/Trail	X		X	X	X		X	X	X	X	X	
Spot Improvement Program	X	X	X	X	X			X		X	X	X
Maps		X		X		X		X		X		
Sidewalks, new or retrofit	X	X	X	X	X		X	X		X	X	X
Crosswalk, new or retrofit	X	X	X	X	X		X	X		X	X	X
Trail/Highway Intersection	X	X	X	X	X		X	X	X	X		
Signal Improvements	X	X	X	X	X		X	X		X	X	X
Curb Cuts/Ramps	X	X	X	X	X		X	X		X	X	X
Traffic Calming	X	X	X	X	X					X	X	X
Coordinator Position		X						X				
Safety/Education Position		X		X		X				X		
Police Patrol		X				X				X		
Safety Brochure/Book		X		X		X		X	X		X	
Training		X		X		X		X	X		X	
Technical Assistance		X		X				X		X	X	

RA = Routine Accommodation

BGT = Budget

CIP = Capital Improvement Program

STP = Surface Transportation Program

HSIP = Highway Safety Improvement Program

402 = State and Community Highway Safety Program, Section 402

NHPP = National Highway Performance Program

CMAQ = Congestion Mitigation and Air Quality Improvement Program

RTP = Regional Trails Program

P/P = Public Private Partnerships

C/R = Private Construction

There are a variety of funding sources that can be used to fund pedestrian projects. The following matrix summarizes funding opportunities and the types of projects or programs they can support:

Project Prioritization

Local plans and existing guidelines related to walking were reviewed. Comparison communities were also contacted for perspective on how pedestrian issues are addressed. This information helped to provide context for pedestrian related policies and conditions in Wichita.

Establishing implementation priorities is important because resources and timing generally don't allow for every project and improvement to be undertaken at once. It can be challenging for a community to decide which projects to implement first and which to defer. A structured process to prioritize projects with respect to the Pedestrian Plan's goals can help in this decision making process. The following criteria are suggested for prioritization (see Chapter 3):

- » Does it improve pedestrian safety at priority intersections?

- » Does it serve students?
- » Does it serve the senior population?
- » Does it fill in a gap in the existing system?
- » Is it on a Safety Corridor?
- » Is it on a transit route?
- » Does it connect to retail / service destinations?
- » Does it connect to a public park or public amenity?
- » Does it address a public concern?

DESIGN TREATMENTS

Design treatments are intended to guide the design and construction of pedestrian facilities. The Plan proposes best practice for 30 pedestrian design treatments (Chapter 7). Each treatment includes a definition, the benefits of applying the treatment, design considerations, the crash reduction factor, a photo example, a graphic showing design best practices, and additional resources. The project team reviewed existing City and State design guidance and incorporated the latest national research into the recommendations.

The pedestrian design treatments suggested address roadway crossings, intersection geometry, and traffic calming. For example, roadway crossing treatments include detailed information on marked crosswalks, crossing islands, and mid-block crossings. Similarly the intersection geometry section in Chapter 7 is focused on best practices to make intersections safer for all modes, and incorporates detailed information on elements such as curb ramps and extensions and right turn slip lanes.



Wichita Bicycle and Pedestrian Advisory Board
September 8, 2014

TO: Wichita Bicycle and Pedestrian Advisory Board Members

FROM: Wichita-Sedgwick County Metropolitan Area Planning Department

SUBJECT: City of Wichita Multi-Modal Policy and Street Design Guidelines

AGENDA: New Business

Recommendation: It is recommended that the Wichita Bicycle and Pedestrian Advisory Board recommend endorsement of the Multi-Modal Accommodation Policy and Street Design Guidelines by the City Council.

Background: On April 16, 2013, the City Council approved a Wichita Bicycle and Pedestrian Projects Memorandum of Understanding (MOU) between the YMCA, acting as the fiscal agent for the Health and Wellness Coalition of Wichita, and the City. The MOU's purpose is to support projects that make it easier, safer, and more convenient for people to walk and bike within the City. The projects identified in the MOU included the creation of street design guidance; and policy to help ensure that roadway improvements are designed to increase safety and improve accessibility of all transportation network users.

On February 11, 2014 the City Council approved the selection and contract with Professional Engineering Consultants (PEC) to undertake the preparation of the policy and street design guidance. A project team of City staff, with representatives from Planning, Engineering, Street Maintenance, and Transit was formed to assist with the project. Over the last six months, the project team has worked with the consultants to draft street design guidance and a multi-modal policy that meets the needs of the Wichita community.

On August 26, 2014, the working draft of the Street Design Guidelines; Wichita's Policy Manual for Multi-Modal Transportation was presented to the City Council at a workshop session.

Analysis: This project consists of two major components: a multi-modal policy and street design guidelines (described below).

Multi-Modal Policy – this policy will direct staff to consider multiple modes of transportation and the context for improvement and maintenance projects in street right-of-way and public access easements. It will help formalize the City's current practices to design streets for multiple modes of transportation (i.e. people walking, bicycling, driving, and taking transit), where recommended in City plans. Exceptions to the policy would apply in cases where: modes are prohibited; costs or impacts are disproportionate; improvements are infeasible; or improvements are impractical. The policy also directs staff to create a Multi-Modal Committee to coordinate, determine exceptions, review, monitor, and report on projects.

Street Design Guidelines – this information will help provide guidance for the design of public streets, within the street rights-of-way (established by the subdivision process). This guidance can help provide greater levels of predictability and layout options for multi-modal design of Wichita streets. This product combines information from multiple documents into one single reference document, and the guidance includes recommendations for different features (i.e. travel lanes, turn lanes, sidewalks, bike lanes, paths, sidewalks, etc.) – each according to different contexts (i.e. urban core, general urban, suburban).

The policy and design guidance will help to implement the transportation networks recommended in the Wichita Bicycle Master Plan (endorsed by the City Council on February 5, 2013); the draft Wichita Pedestrian Master Plan; and the draft Wichita Transit Vision Plan.

Financial Considerations: No funding is attached to either the policy or the street design guidance; and endorsement of them by the City Council does not involve any commitment by the City for future funding. The funding of multi-modal facilities will need to be considered and initiated through separate processes.

Recommendations/Actions: It is recommended that the Wichita Transit Advisory Board recommend endorsement of the policy and design guidance by the Wichita City Council.

Attachments:

None – a copy of the Street Design Guidelines; Wichita’s Policy Manual for Multi-Modal Transportation (containing the policy and design guidance) is available on the project webpage at the web address listed below.

- <http://www.wichita.gov/Government/Departments/Planning/Pages/Multi-ModalPolicyandStreetDesignGuidance.aspx>

Wichita Bicycle and Pedestrian Advisory Board
September 8, 2014

TO: Wichita Bicycle and Pedestrian Advisory Board Members

FROM: Wichita-Sedgwick County Metropolitan Area Planning Department

SUBJECT: Wichita Bicycle Tour Events

AGENDA: New Business

Recommendation: Receive and file.

Background: Staff members from the City of Wichita have been requested and have proposed to host three different bicycle tours for the following three events listed below.

Event Description and Web Link	Date and Time
Kansas Built Environment and Outdoors Summit http://www.kansasbeos.org/	Wednesday, September 17 th 2-5 pm
Kansas Chapter of the American Planning Association Conference https://www.planning.org/chapters/kansas/conference/	Thursday, October 2 nd 8 – 11: 30 am
League of American Bicyclists visit http://bikeleague.org/BFCSteve	September 30 th 8:00 am

Analysis: The tours can be an opportunity for members of the Wichita Bicycle and Pedestrian Advisory Board (Board) to showcase future improvements. The Board has an opportunity to schedule events and meetings for the visit by a representative from the League of American Bicyclists, see the attached agenda survey.

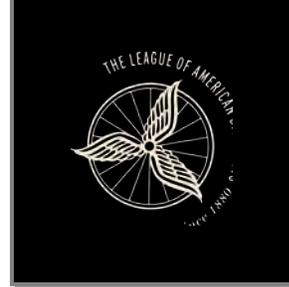
Financial Considerations: In the case of both conferences, the tour participants will provide \$25 each to cover the costs of equipment rentals: bikes, lights, helmets, water bottles.

Recommendations/Actions: Receive and file

Attachments:

- League of American Bicyclists Bicycle Friendly Community Visit Survey
- KS BOES Summit Bicycle Tour Description
- KS APA Conference Bicycle Tour Description

Bicycle Friendly Community Visit



1) Contact info for the primary staff person hosting the visit:

Name:

Phone:

Email:

2) Primary advocacy org representative(s) who may have assisted your community with the BFC application:

3) Pre-ride meeting time and location:

(Before the tour I would like to meet with you to go over the route and learn about your program and current projects; feel free to invite other staff persons and community leaders/stakeholders; generally need 30 minutes).

4) Bike tour beginning and ending times and location:

Person in charge of the route *(please let me know if you want me to take the lead on this!)*

_____ Will anyone need a bike for the ride? _____ How many? _____ Estimated distance? _____ *(recommended distance is 8-15 miles)*

List invitees *(typically we try to limit the group to 10-12 people – mix of staff, elected officials, bike retailers and advocates):*

5) Debriefing session/presentation Starting time: _____ Finish time: _____

Location:

Will projector be available? _____ computer? _____

(These typically range from 60 – 90 minutes; I'll need 20 minutes to integrate photos from ride into my presentation; can use my laptop or flashdrive)

6) Other opportunities (meetings, rides, gatherings, etc) for consideration:

7) List three things you hope can be achieved through this visit:

Please email this form back to me at: steve@bikeleague.org Thanks!

Wichita Bicycle Tour

An event for the Kansas Built Environment and Outdoors Summit 2014

Date and Time

Wednesday, September 17th from 2 pm to 5 pm

Location

The tour will start and end at the Hotel at Old Town, the site of the summit.

Description

This is your opportunity to learn firsthand how community stakeholders and the City have been working to implement the Wichita Bicycle Master Plan. Tour participants will travel with City staff members and community volunteers on a tour of different bicycle projects that are currently under design and scheduled for installation by 2015. The focus of the tour will be for participants to discuss challenges and learn about solutions for the improvements. The tentative tour route will include opportunities to see future bicycle lanes, shared lane markings and paths. Also included is a look at a pilot project for bicycle route wayfinding, and automatic counters. Bicycles will be available for rent through the local bicycle shop Bicycle X-Change.

Presenters

- Scott Wadle
- Paul Gunzelman
- Jeff Usher
- And others...

Equipment

Participants can bring their own equipment or rent a bicycle, lights, helmet, and water bottle from Bicycle X-Change.

Transportation

Transportation to and from the Hotel at Old Town will be provided by the tour organizers; using a combination of City vehicles, private vehicles, and the Hotel at Old Town shuttle.

Wichita Bicycle Tour

An event for the Kansas Chapter of the American Planning Association
Conference 2014

Date and Time

Thursday, October 2nd from 8 – 11:30 am

Location

The tour will start and end at the Hotel at Hyatt Regency, the site of the conference.

Description

This is your opportunity to learn firsthand how community stakeholders and the City have been working to implement the Wichita Bicycle Master Plan. Tour participants will travel with City staff members and community volunteers on a tour of different bicycle projects that are currently under design and scheduled for installation by 2015. The focus of the tour will be for participants to discuss challenges and learn about solutions for the improvements. The tentative tour route will include opportunities to see future bicycle lanes, shared lane markings and paths. Also included is a look at a pilot project for bicycle route wayfinding, and automatic counters. Bicycles will be available for rent through the local bicycle shop Bicycle X-Change.

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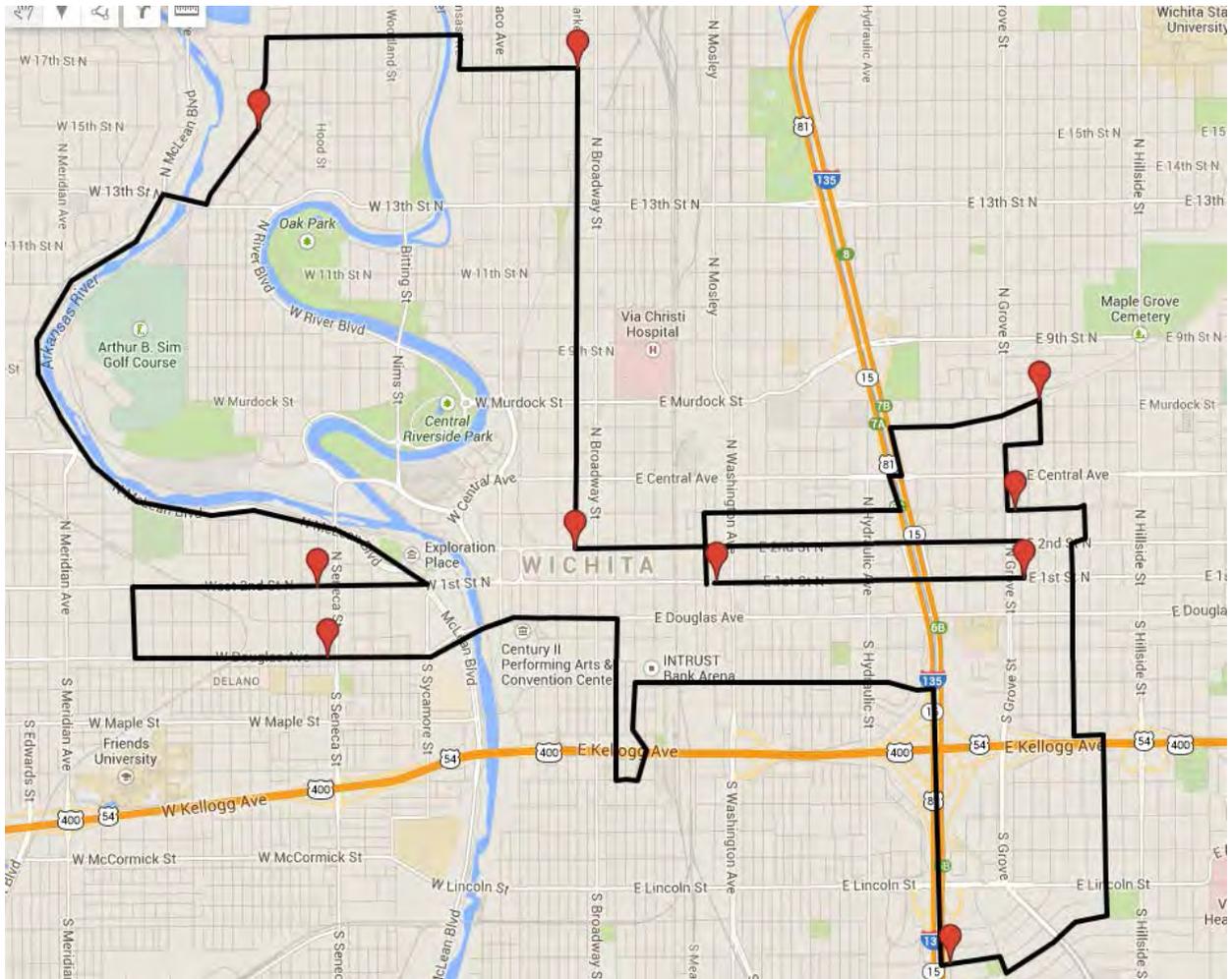
Transportation to and from the Hotel at Old Town will be provided by the tour organizers; using a combination of City vehicles, and private vehicles.

Insurance

Tour participants will be required to sign a waiver, as the tour will be an event of the River City Racing Club. Participants renting bicycles will be required to sign a liability waiver as part of the equipment rental.

Tour Route

The tour will travel approximately 20 miles on a route using streets with and without dedicated bicycle facilities. Below is a draft route map for the tour.



Sponsors

- Bicycle X-Change
- River City Racing Club