

# Bicycle and Pedestrian Advisory Board

Monday, April 13, 2015

5:30 – 7:30 P.M.

777 E. Waterman, Building 200  
Wichita Transit Van Maintenance Facility  
Conference Room  
Wichita, Kansas 67202



## 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.	5:35 pm	<b>Public Comments</b> Jack Brown, Chairperson
4.	5:45 pm	<b>Review – Proposed 2015 – 2024 CIP</b> Mark Manning, Budget Officer Scott Wadle, Senior Planner
5.	6:30 pm	<b>Discuss – WBPAB Proposed 2015-2024 CIP Recommendations Letter</b> Jack Brown, Chairperson
6.	6:45 pm	<b>Update – Bicycle Facilities Maintenance Estimates</b> Jack Brown, Chairperson Jerry Jones, Board Member
8.	6:55 pm	<b>Endorse - 2015 Wichita Bicycle Master Plan Implementation Work Plan</b> Scott Wadle, Senior Planner
9.	7:05 pm	<b>Form – Bicycle Wayfinding System Plan Applicants Review Committee</b> Scott Wadle, Senior Planner
10.	7:15 pm	<b>Board Member Project Reports</b> Jack Brown, Chairperson
11.	7:25 pm	<b>Announcements</b> Jack Brown, Chairperson
12.	7:30 pm	<b>Closing Thoughts</b> Jack Brown, Chairperson

Notice – City Council Members may attend this meeting.

## Wichita Bicycle and Pedestrian Advisory Board

April 13, 2015

**TO:** Wichita Bicycle and Pedestrian Advisory Board Members

**FROM:** Wichita-Sedgwick County Metropolitan Area Planning Department

**SUBJECT:** Proposed 2015-2024 Wichita Capital Improvements Program

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**Recommendation:** It is recommended that the Wichita Bicycle and Pedestrian Advisory Board make recommendations to the City concerning the City of Wichita Proposed 2015-2024 Capital Improvement Program, including a recommendation identifying the top priority Wichita bicycle and pedestrian projects.

**Background:** The Wichita Capital Improvement Program is a budget document that provides an overall 10-year plan for capital assets and a plan to finance those projects. To fund the CIP, the City uses General Obligation (GO) bonds and notes, revenue bonds, sales tax-backed GO bonds, grants from the federal and state governments, and funding from other entities.

The CIP is typically developed through a multi-step process. A City CIP Committee, meets and develops the project plan for the term of the program. Each City department requests projects related to the respective department's goals and responsibilities. The projects are reviewed according to criteria (found on page 37 of the Proposed CIP). Upon completion of the CIP Committee draft, the recommendations are forwarded to the City Manager and then to the City Council. A public hearing is held and the City Council formally adopts the CIP.

In February 2015, Planning Department staff submitted a listing of potential projects to help implement the Wichita Bicycle Master Plan (Bike Plan), Wichita Pedestrian Master Plan (Pedestrian Plan), and the Wichita Multi-Modal Policy (attached to this agenda report).

On March 24, 2015, the Wichita City Council received a workshop briefing on the Proposed Capital Improvement Program (Proposed CIP). During the briefing, a member of the City Council requested that the Wichita Bicycle and Pedestrian Advisory Board (Board):

1. review the Proposed CIP; and
2. review the top priority bicycle facilities recommended in the Wichita Bicycle Master Plan (Bike Plan).

The Council Member suggested that the priorities review should take into account improvements that have occurred and/or are underway since the Bike Plan was endorsed by the City Council in 2013. Following the workshop, the City posted the Proposed CIP on the City's website.

**Analysis:** The Proposed CIP consist of many elements that impact conditions for bicycling and walking - including, but not limited to: A) project listings with funding expenditure amounts; and B) policy issues that impact or are impacted by the CIP.

Policy Issue 12 Bicycle and Pedestrian Improvements (on page 32) describes the issues related to funding the implementation of the Wichita Bicycle Master Plan, Wichita Pedestrian Plan, and Multi-Modal Policy. Included as part of the policy issue are tables identifying bicycling and walking related projects. The tables included both projects that are funded and unfunded potential projects. Below are some highlights from the policy issue description.

- An additional \$500,000 is programmed for 2015 to finish previously approved projects.

- Additional funding will be necessary to fully implement the Wichita Bicycle Master Plan Priority Bicycle Network within the recommended 10-year timeframe.
- Wichita bicycle projects are typically submitted for WAMPO Transportation Improvement Program Transportation (WAMPO TIP) Alternatives funding. They are also eligible to compete for WAMPO TIP – Surface Transportation (STP) and Congestion Mitigation and Air Quality (CMAQ) funding.
- Funding of bicycle improvement from unleveraged GO at-large funding is an option, although that has not occurred as long as outside funding has been available.
- Maintenance funding will be necessary to maintain bicycle facilities.

The Proposed CIP plans for the expenditure of approximately \$1.8 billion over 10 years. Below is a table from the Proposed CIP (page 17) that shows the Proposed CIP expenditures by general area and source.

CIP EXPENDITURES BY AREA AND BY SOURCE						
AREA	GO BONDS	LST FUNDS	UTILITY FUNDS	OTHER	FED / STATE	TOTAL
Airport	\$0	\$0	\$27,196,500	\$910,000	\$39,331,505	\$67,438,005
Arterials	\$89,495,866	\$112,000,000	\$0	\$307,347,605	\$57,447,843	\$566,291,314
Bridges	\$14,117,043	\$0	\$0	\$0	\$1,282,957	\$15,400,000
Freeways	\$6,000,000	\$193,000,000	\$0	\$0	\$162,000,000	\$361,000,000
Parks	\$50,009,390	\$0	\$0	\$0	\$0	\$50,009,390
Public Facilities	\$129,352,000	\$0	\$0	\$21,400,000	\$0	\$150,752,000
Sewer	\$0	\$0	\$238,912,217	\$0	\$0	\$238,912,217
Stormwater	\$0	\$0	\$9,650,000	\$8,400,000	\$7,500,000	\$25,550,000
Transit	\$2,550,250	\$0	\$0	\$4,684,223	\$13,935,677	\$21,170,150
Water	\$0	\$0	\$378,486,417	\$0	\$0	\$378,486,417
<b>Total</b>	<b>\$291,524,549</b>	<b>\$305,000,000</b>	<b>\$654,245,134</b>	<b>\$342,741,828</b>	<b>\$281,497,982</b>	<b>\$1,875,009,493</b>

Within the general area expenditures, the Proposed CIP includes line item project listings with expenditures. The following line item project lists will fund projects to improve conditions for bicycling and walking.

	10 Year Total Funding	Section	Line Item #	City Funding
Bike Enhancements Projects	\$6,100,000	Arterials	24	\$2,000,000
Arterial SW/WCR Ramps	\$4,500,000	Arterials	22	\$4,500,000
Traffic Signalization	\$4,725,000	Arterials	59	\$4,725,000
Downtown Streetscape	\$7,000,000	Arterials	29	\$7,000,000
Douglas Ave - Washington to Grove	\$10,250,000	Arterials	30	\$7,675,000

The Board has been requested to provide input about the Proposed CIP and recommendations for the top priority bicycle projects for funding. The Bike Plan includes a listing of recommended Top Priority Bicycle Facilities. In addition to the priorities identified in the Bike Plan, the City collected input about the top priority bicycle facilities during an open house held on May 27, 2014. The event included opportunities for participants to vote on the top priority bicycle facilities. The results of the open house event are attached to this agenda report.

**Financial Considerations:** The Proposed CIP plans for the expenditure of approximately \$1.8 billion over 10 years.

**Legal Considerations:** None at this time.

**Attachments / Links:**

- A. Proposed 2015-2024 CIP (link below)
  - a. <http://www.wichita.gov/Government/Departments/Finance/FinancialDocuments/PROPOSED%202015-2024%20CIP.pdf>
- B. Wichita Bicycle Master Plan – 2014 Public Open House Report
- C. March 24, 2015 Proposed CIP presentation slides (link below)
  - a. <http://www.wichita.gov/Government/Council/Agendas/2015-03-24%20Proposed%202015-2024%20CIP.pdf>
- D. Planning Department Bicycle and Pedestrian Plan Projects
- E. Wichita Bicycle Master Plan (link below)
  - a. <http://www.wichita.gov/Government/Departments/Planning/Pages/Bicycle.aspx>
- F. Wichita Pedestrian Master Plan (link below)
  - a. <http://www.wichita.gov/Government/Departments/Planning/Pages/Pedestrian.aspx>
- G. Wichita Multi-Modal Policy (link below)
  - a. <http://www.wichita.gov/Government/Departments/Planning/Pages/Multi-ModalPolicyandStreetDesignGuidance.aspx>

# Wichita Bicycle Master Plan – 2014 Public Open House

The 2014 open house for the Wichita Bicycle Master Plan (Plan) was held on Tuesday, May 27, 2014 from 4:30 p.m. to 6:30 p.m. at the Wichita City Hall. There were 73 persons in attendance. Members of the Wichita Bicycle and Pedestrian Advisory Board, and City staff helped facilitate the open house event. The meeting provided Wichita residents with a series of stations highlighting the progress implementing the Plan and opportunities for individuals to provide input. Please note that thunderstorms with heavy rain occurred around the start of the open house and staff have heard anecdotal reports that the storms deterred individuals from attending the event.

## Open House Stations

### Sign-in Table

Participants were asked to provide their name and email address both to track the number of participants and to disperse project information to those interested. Comment cards were also available for participants to provide written comments on bicycling related issues.

### Station 1: Open House Overview

This board presented a short description of the Plan, the benefits of the plan, a description of who developed the Plan, and why the open house event was being held. It also provided information about how individuals can stay up-to-date with the latest information about bicycling and walking in Wichita.

### Station 2: About the Plan

This station consisted of four boards that provided information about the Wichita Bicycle Master Plan, including: vision, goals, objectives, strategies, and performance measures.

### Station 4: Plan in Action

This board provided information about the relationship between the Wichita Bicycle Master Plan, the annual work Plan, and the annual progress report.

### Station 3: Funding

This station included three boards that described how infrastructure, programs, and non-infrastructure projects are funded. It included information about the Capital Improvement Program and the City Budget. The third board at the station provided a general overview of the development process for standalone bikeway projects.



#### ***Station 4: Engineering***

This station included two boards that described engineering category projects to implement the Wichita Bicycle Master Plan in 2013 and 2014.

#### ***Station 5: Education***

This board described education category projects to implement the Plan in both 2013 and 2014.

#### ***Station 6: Encouragement***

This board provided information about encouragement category projects in 2013 and 2014 to implement the Plan.

#### ***Station 7: Enforcement***

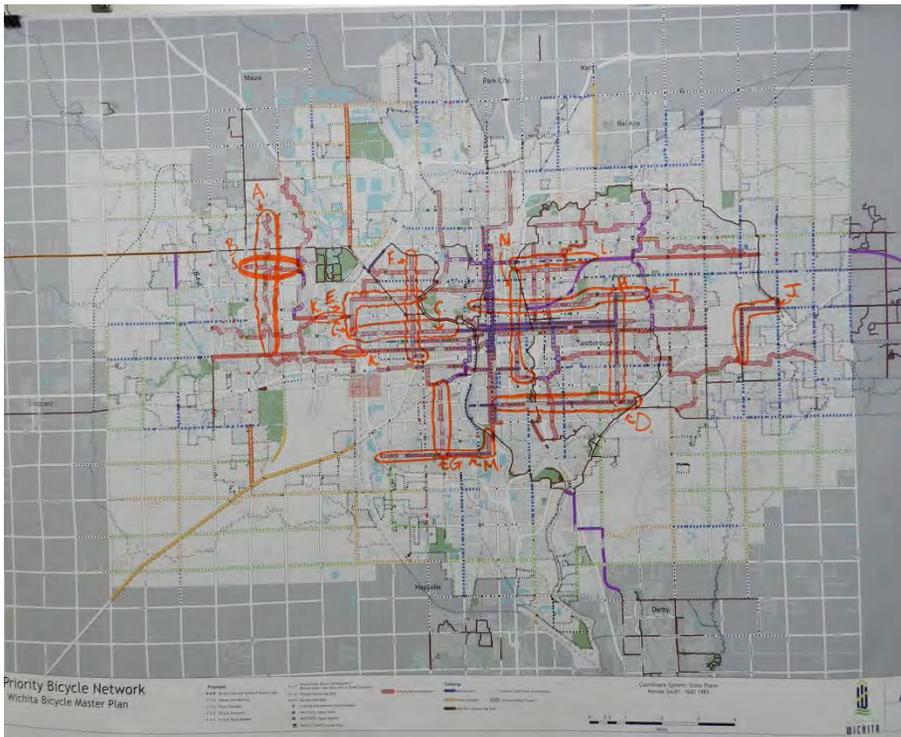
This station consisted of one board that listed the enforcement category projects to implement the Wichita Bicycle Master Plan in 2013 and 2014.

#### ***Station 8: Evaluation and Planning***

This board described different evaluation and planning efforts to implement the Plan in 2013 and 2014.

#### ***Station 9: Bikeway Priorities***

This station consisted of five boards that provided information about the purpose of the priority bikeway projects, maps with Wichita Bicycle and Pedestrian Advisory Board identified candidate bikeways, and sheets for individuals to vote with sticky dots for community priority bikeway projects. Two categories of bikeway projects were presented for individuals to vote on. One category was off-street priorities, where individuals were encouraged to use two dots to vote for the ones that were most important to them. The other category was on-street and side path priorities, where individuals were encouraged to vote with three dots. The sheets for individuals to vote on also included rows where individuals were encouraged to write in candidate corridors that had not been identified on the sheet. Below are tables and photos of the votes.



## VOTE - ON-STREET & SIDE PATHS PRIORITIES

Help identify the most important on-street and side path bicycle facility projects for the City to develop next. Please use your three (3) dots to vote for the ones that are most important to you. If you would like to vote for a project and do not see it on the list, then please write it in on the bottom of the list so that you and others can vote for it.

Project Name	Project Description	Place Your "Dots" Here
A Weststink Bicycle Boulevard	Install a bicycle boulevard from 29 <sup>th</sup> St and Keith St along Keith St to 20 <sup>th</sup> St, Keith St, to 17 <sup>th</sup> St, to Westfield St, to Weststink Ave, to Caddy Ln, to Tee Ln, to Wetfield Ave, to Callahan Dr. (north/south)	●●●●●●●●●● ●●●
B Westport / 17 <sup>th</sup> St Bicycle Boulevard	Install a bicycle boulevard from 21 <sup>st</sup> St to Bella Vis, to Westport St, to 17 <sup>th</sup> St to 16 <sup>th</sup> St, to the Woodchuck Bicycle Boulevard (east/west)	●●●●●●●●●●
C 2 <sup>nd</sup> Street Shared Lane Markings	Install shared lane markings from Seneca St. to Hoover Rd. (east/west)	●●●●●●●●●● ●●●●●●●●●●
D Mt Vernon Road Bike Lanes	Install bike lanes from Broadway Ave to Woodawn Blvd. (east/west)	●●●●●●●●●● ●●●●●●●●●●
E 9 <sup>th</sup> St and Hoover Ave Bikeway	Install a bicycle boulevard on 9 <sup>th</sup> St. from the Big Arkansas River Path to Hoover St, then south on Hoover to 2 <sup>nd</sup> St., then west on 2 <sup>nd</sup> to Elder St., then south on Elder St. (north/south & east/west)	●●●●●●●●●● ●●●●●●●●●●
F St. Paul Shared Lane Markings	From the Big Arkansas River Path south on St. Paul to University, then east to Friends University (north/south)	●●●●●●●●●●
G Glenn Ave Shared Lane Markings	Install shared lane markings from Orient Blvd. to 35 <sup>th</sup> St. (north/south)	●●●●●●●●●●
H Edgemoor Bikeway	Install bike lanes from Mt. Vernon to 13 <sup>th</sup> St. (north/south)	●●●●●●●●●● ●●●●●●●●●●
I Murdock/9 <sup>th</sup> St Shared Lane Markings	Install shared lane markings from river to Armour Drive (east/west)	●●●●●●●●●● ●●●●●●●●●● ●●●●●●●●●●
J Greenwich Rd / Central Ave Bikeway	Install a sidepath from the Greenwich Rd sidepath at Kellogg to Central, then a sidepath along Central Ave to 12 <sup>th</sup> St. to the Kellogg Path (north/south & east/west)	●●●●●●●●●● ●●●●●●●●●● ●●●●●●●●●●
K 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)	●●●●●●●●●● ●●●●●●●●●●
L 17th St. Bike Lanes to	Install bike lanes from the I-135 Path to the Redbud Path at Oliver St.	●●●●●●●●●● ●●●●●●●●●●
M 31st St Bike Lane/Old Lawrence Rd Bicycle Boulevard	Install bike lanes on 31st Street from I-235 to Old Lawrence Rd. and a bicycle boulevard on Old Lawrence Rd from 31st St to the Arkansas River Path	●●●●●●●●●● ●●●●●●●●●●
N Cleveland / Pattie Bikeway	Install shared lane markings from the I-135 Path at 15 <sup>th</sup> St to Ohio Ave to 13 <sup>th</sup> St to Cleveland Ave to Douglas Ave to Pattie Ave to the pedestrian bridge over Kellogg, then a bicycle boulevard from Kellogg to One St to the I-135 path	●●●●●●●●●● ●●●●●●●●●●
O		



## VOTE - OFF-STREET PRIORITIES

Help identify the most important bicycle off-street bicycle facility projects for the City to develop first. Please use your two (2) dots to vote for the ones that are most important to you. If you would like to vote for a project and do not see it on the list, then please write it in on the bottom of the list so that you and others can vote for it.

Project Name	Project Description	Place Your "Dots" Here
1	Delano Neighborhood Path Construct path on former Railroad Right-of-way between Seneca and Delano Park (east/west)	●●●●●●●●●●
2	Prairie Sunset Trail Construct a paved path or unpaved trail on the former railroad corridor south of Kellogg from Tyler Rd. to 167th St. (east/west)	●●●●●●●●●●
3	Big Ditch Stipply the installation of a paved path or chipped rock trail along the Big Ditch from approximately 37 <sup>th</sup> St to the Arkansas River (north/south)	●●●●●●●●●●
4	South Central Neighborhood Path Construct path along east side of the Arkansas River from Kellogg to Broadway Ave (north/south)	●●
5	Reubud Path - Woodlawn to Rock Rd. Install a path from Woodlawn Blvd to Rock Rd (east/west)	●●●●●●●●●●
6	Reubud Path—Rock Rd. to K-96 (east/west) Install a path from Rock Road to the K-96 Path	●●●●●●●●●●
7	Reubud Path—K-96 to the county line / 159th St. (east/west) Construct path on former railroad right-of-way from K-96 to the Andover path at the Sedgwick/Butler County line (east/west)	●●●●●●●●●●
8	Ark River to Haysville Bikeway From the Arkansas River Path to Gold Street (on street facility), south to McArthur Rd, then south on the former railroad corridor between Seneca and Broadway, then southeast on the former railroad corridor to Haysville (north/south)	●●
9	K&O Path Install path along the active Kansas and Oklahoma Railroad corridor from Zoo Boulevard to I-235	●●●●●●●●●●
10	Delano	

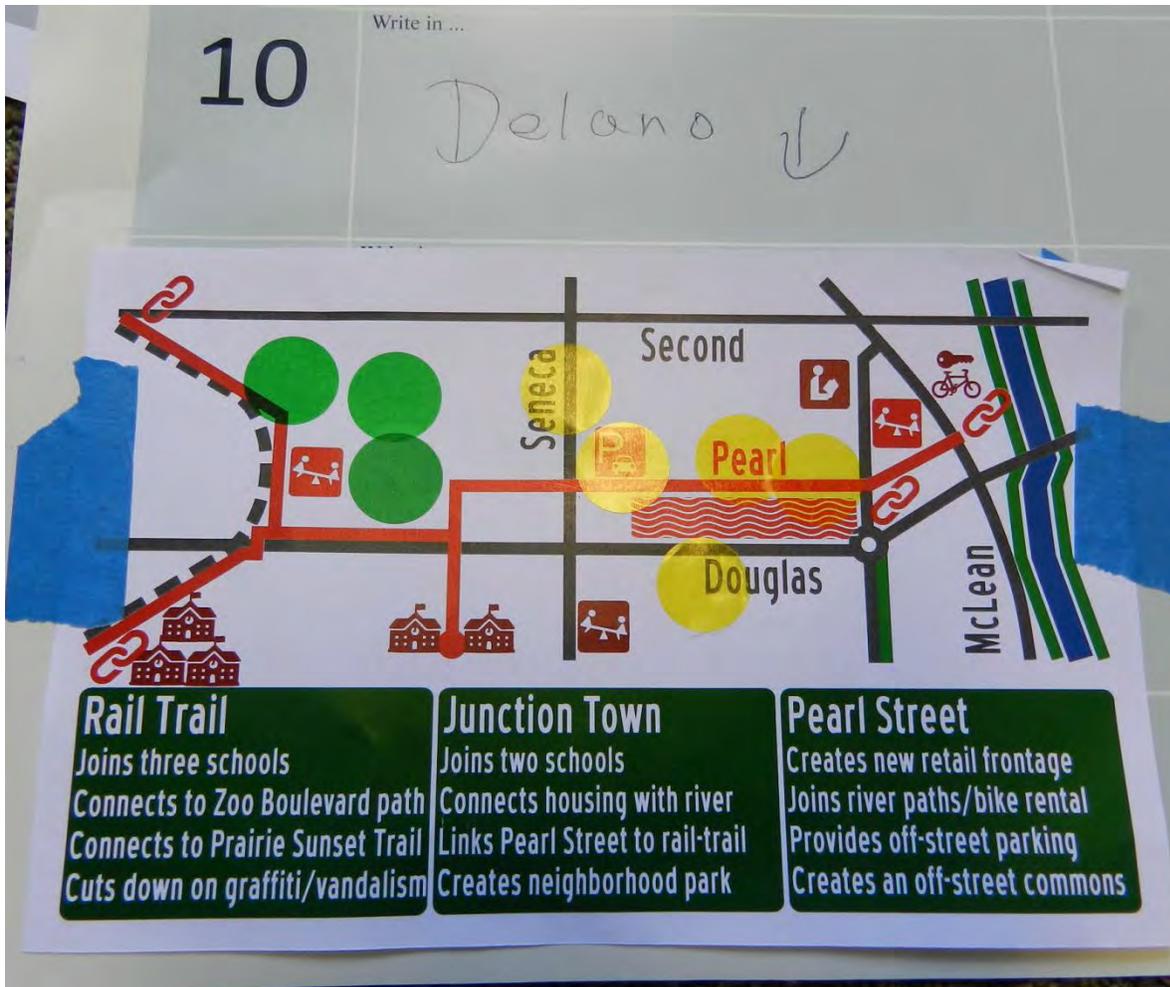
*Delano*

## Vote - On-Street and Sidepath Priorities

Ranking Based on Votes Count	Name	Description	Total Votes
1	Greenwich Rd / Central Ave Bikeway	Install a sidepath from the Greenwich Rd sidepath at Kellogg to Central, then a sidepath along Central Ave to 127 <sup>th</sup> to the K-96 Path (north/south & east/west)	26
2	17 <sup>th</sup> Street Bike Lanes	Install bike lanes from I-135 to the Redbud Path at Oliver	20
3	Murdock / 9 <sup>th</sup> Street Shared Lane Markings	Install shared lane markings from Central Riverside Park to Armour Drive (east/west)	17
4, 5,6 (tie)	Westlink Bicycle Boulevard	Install a bicycle Boulevard from 29 <sup>th</sup> St and Keith St along Keith St to 20 <sup>th</sup> St, Kieth St, to 17 <sup>th</sup> St, to Westfield St., to Westlink Ave, to Caddy Ln, to Tee Ln, to Wetfield Ave, to Callahan Dr (north/south)	14
4, 5,6 (tie)	2 <sup>nd</sup> St Shared Lane Markings	Install shared lane markings on 2 <sup>nd</sup> Street from Hoover Ave to Seneca St. (east/west)	14
4, 5,6 (tie)	Mt Vernon Bike Lanes	Install bike lanes from Broadway Ave to Woodlawn Blvd. (east/west)	14
7, 8 (tie)	I-235 East/West Crossing	Pending further study, install a sidepath connection under I-235 and over the Big Ditch	13
7, 8 (tie)	Edgemoor Bikeway	Install bike lanes from Mt. Vernon to 13 <sup>th</sup> St	13
9	Westport / 17 <sup>th</sup> St Bicycle Boulevard	Install a bicycle boulevard from 21 <sup>st</sup> St to Bella Vis, to Westport St, to 17 <sup>th</sup> St to 16 <sup>th</sup> St, to the Woodchuck Bicycle Boulevard (east/west)	10
10	St. Paul Shared Lane Markings	From the Big Arkansas River Path south on St. Paul to University, then east to Friends University (north/south)	8
11	Cleveland / Pattie Bikeway	Install shared lane markings from the I-135 Path at 15 <sup>th</sup> St to Ohio Ave to 11 <sup>th</sup> St to Cleveland Ave to Douglas Ave to Pattie Ave to the pedestrian bridge over Kellogg, then a bicycle boulevard from Kellogg to Osie St to the I-135 path	7
12	31 <sup>st</sup> St Bike Lanes / Old Lawrence Rd Bicycle Boulevard	Install bike lanes on 31 <sup>st</sup> St from I-235 to Old Lawrence Rd, and a bicycle boulevard on Old Lawrence Rd from 31 <sup>st</sup> St to the Arkansas River Path	4
13	Glenn Ave Shared Lane Markings	Install shared lane markings from Orient Blvd to 35 <sup>th</sup> St. (north/south)	2
14	9 <sup>th</sup> St and Hoover Ave Bikeway	Install a bicycle boulevard on 9 <sup>th</sup> Street from the Big Arkansas River Path to Hoover St, then south on Hoover to 2 <sup>nd</sup> St, then west on 2 <sup>nd</sup> to Elderst, then south on Elder St (north/south & east/west)	1

## Vote - Off-Street Priorities

Ranking Based on Votes Count	Name	Description	Total Votes
1	Redbud Path K-96 to the county line /159 <sup>th</sup> (east/west)	Construct path on former railroad right-of-way from K-96 to the Andover path at the Sedgwick/Butler County line (east/west)	25
2,3 (tie)	Big Ditch Trail/Path	Study the installation of a paved path or chipped rock trail along the Big Ditch from approximately 37 <sup>th</sup> St to the Arkansas River (north/south)	22
2,3 (tie)	Prairie Sunset Trail	Construct a paved path or unpaved trail on the former railroad corridor south of Kellogg from Tyler Rd. to 167 <sup>th</sup> St. (east/west)	22
4	Redbud Path Woodlawn to Rock	Install a path from Woodlawn Blvd to Rock Rd. (east/west)	15
5	Delano Neighborhood Path	Construct a path along the former Railroad Right-of-way between Seneca and Delano Park (east/west)	14
6	K&O Path	Install path along the active Kansas and Oklahoma Railroad corridor from Zoo Boulevard to I-235	11
7	Redbud Path Rock to K-96 (east/west)	Install a path from Rock Road to the K-96 Path	9
8	Delano (write-in)	See graphic for a description	8
9	South Central Path	Construct path along east side of the Arkansas River from Kellogg to Broadway Ave (north/south)	2
10	Ark River to Haysville Bikeway	From the Arkansas River Path to Gold Street (on-street facility), south to McArthur Rd, then south on the former railroad corridor between Seneca and Broadway, then southeast on the former railroad corridor to Haysville (north/south)	2



### Station 10: Bikeway Designs

This station consisted of a table with preliminary conceptual designs for the following bikeways listed below. The table was staffed by personnel from the City of Wichita Public Works and Utilities Engineering Division, to answer any questions and provide an overview of the plans.

- Market and Topeka Bike Lanes
- 1<sup>st</sup> and 2<sup>nd</sup> Street Bike Lanes
- Armour Bicycle Boulevard
- Woodchuck Bicycle Boulevard

### Station 11: Bicycle Network

Four maps of the recommended Bicycle Network, one of each quadrant of the city, were available for participants to review. Sticky notepads were available for individuals to provide comments on the maps. A table with the comments posted on the Bicycle Network maps is provided on the next page.



Quadrant	Comment
NE	Don't spend \$ for bike path on 37 <sup>th</sup> St. N., when K-96 is ½ - 1 mile away. Do, however – put in sidewalk(s).
NE	To have a bicycle friendly university setting will attract more students, both local and from abroad. More students promotes a healthy intellectual community, enriching the city in more ways than one.
NE	The extension of the I-135 path to reach WSU is of the utmost importance. In fact, to provide paths connecting WSU to the rest of the city at all is a priority.
NW	Please finish the connectivity that the Redbud Path has sparked. Thanks
NW	To enable cyclist in west (not NW) Wichita to be able to effectively commute downtown, improving biking conditions on Maple, working on the Westlink / Woodchuck Boulevard, and studying I-135 crossings are essential.
NW	It makes sense to connect the paths to make them more functional for both recreation riders and commuters.
SW	Disappointed schools are not targeted with bike routes!
SW	Connect Downtown with 3 new apartment projects to Delano, Friends University and Newman University and onto the Sunflower trail to Goddard and Clearwater
SW	Chisholm Trail Parkway (Delano) High Return on Investment!

### Comment Forms

Comment forms were also available for participants to provide written comments on bicycling related issues. The forms provided space to answer the specific question – *Please tell us why bicycling is important to you*, as well as general comments. The transcribed comment forms follow, also below are word maps from the comments.

Please tell us why bicycling is important to you	Comment
Cycling is efficient transportation that is healthy, fun, and creates great friendships	Would like to see faster progress 😊
I ride to work and for pleasure. Exercise and a great way to be outside. It is a good de-stressor for me.	NA
I am a regular bicycle commuter, for aesthetic, physical, environmental, financial, and sustainability reasons.	Please keep in mind some possibly esoteric but nonetheless potentially important concerns: 1) laws requiring helmets discourage many marginal cyclists, thus keeping them off the road, lessening cycling presence, thus making less safe overall; 2) bicycles really shouldn't follow completely every traffic law (for example, the "Idaho stop," the understanding that bicycles ought be able to continue

	through low traffic intersections when the way is clear).
Conserves resources!	NA
Gave up a car 2 years ago + struggling against the mainstream is more + more my jam. I love the physically + satisfaction, the local-ness + sense of connection it encourages.	I'd love, love, love, to see AU (+more) of these ideas come true + I challenge our city's leaders to go about daily activities on the roads/walkways they expect us to use – to think more about what they can do vs. are used to doing. Just ride to work/the store/an event (1x a week) and see how rewarding it is. We are a minority but a priority! Bike safety education, reinforcement of road rules, cycling advocates – these are my dreams + bike lanes, bike lanes, bike lane! – love from the road.
NA	<ol style="list-style-type: none"> <li>1. If you do not street sweep bike lanes then they are unusable</li> <li>2. Please ensure stop lights register bike riders</li> <li>3. Check Strava labs for dot bike information</li> </ol>
Healthy living – reasonable commuting costs	NA
Commuting, stress reduction	<p>Please be aware of lighting and shrubbery on bike paths. The path that connects 21<sup>st</sup> St. to 13<sup>th</sup> via Perry St. is not well lit. Residents and vehicles can miss a bike.</p> <p>Large shrubs and bushes need to be trimmed so that cyclists can see around a curve. Also for personal safety bike paths with large bushes and poor lighting may become more prone to crime.</p>
NA	Where the bike path underneath I-135 crosses 13 <sup>th</sup> Street is quite dangerous. The crosswalk overlaps w/the traffic to where you have to zig-zag between up to 6 cars just to get to the other side. Also, cars exiting the off-ramp are often unaware of anyone crossing.
NA	<p>Consider public use bike maintenance installations around the city/bikeways.</p> <p>Lights under I-135 bike path are never on.</p>
Healthy, transportation	<ol style="list-style-type: none"> <li>1. WPD, SCSO need to improve on ticketing, automobile drivers that pass to close.</li> <li>2. Security @ parks is poor. Many people are afraid to leave vehicles @ parks because of auto break ins.</li> <li>3. Trails need to be swept &amp; glass, debris removed.</li> <li>4. Marking to paths from paths need to improve</li> </ol>
I ride every day to school and work	Improve drainage along side streets along Burton St. improve stop signs down Burton.
It is, by far, the most efficient mode of inter-city transportation. For the last year, moreover, it has been my only mode of transportation. The bicycle was conceived before the automobile and shall, for both old and new reasons, outlive the automobile.	2023 is both a reasonable and timely deadline by which to execute these initiatives. As it happens, not all of the initiatives will be fully realized. We shall have to restrict and alter our vision, allowing resources to flow into other channels of influence, which perhaps we had not yet imagined. But whatever changes must be made, we cannot sacrifice the education of our youth – they will become, and in some ways already are, the other half of the wheeling are that we have to set to spinning today. By investing in the education of our youth – through hands on experiences – oriented programs – we extend a greater influence over the world than by manufacturing pathways, which cannot repair themselves, or by painting white bike

	lanes, which fade and cannot bring the brush to fill their own pallor. Unlike these luxuries, we humans have the unique capacity – something we share with all life on earth – to repair ourselves, to deepen our understanding of our place in the world by passing along what we know from the next generation to improve, to learn from, to test against the *** of science – the hallmark of human intellect – and to make that of all the technological vanities of our time we managed to preserve the one which as never field to demonstrate its utility, its ecological viability, its robust influence on human health, and for all that its inspiring simplicity.
I would like to bike more often as a means of transportation. I did this in Europe while living there and also while I was in college. It's a great form of exercise.	I would love to see the city prioritize bike paths, lanes, bike racks (needed!) etc. The more emphasis on biking, the more educated the public will be, making biking safer for adults and children.
We have bicycles and bicyclists, we need better, safer places to use them. Delano is such a “small” project with such obvious benefits – why does it keep getting put off?	NA
Health, safety, and connectivity with bicycling paths keep seniors and children off streets.	We are ready to launch the Chisholm Trail Pathway and get funding. History has not been kind with us always down the list. Now is the time to fund it so we can connect downtown, Delano, Friends, and Newman Universities.
Physical fitness Triathlete – for practice Would love to commute but too dangerous	Fix Greenwich north from 21 <sup>st</sup> to 254 – the seams in the road are horrible 😊
Exercise / Fun Activity with kids Training for races	So happy to see a planned sidepath on Ridge from 29 <sup>th</sup> to 37 <sup>th</sup> . I currently live on an island in terms of sidewalks. I want to be connected to Sedgwick County Park and Maize South Schools. Thank you! Great Plan
Exercise; reduce pollution, with updating bike paths – enjoyment right thing to do. An excellent choice.	NA
Promote active lifestyle and encourages people to explore our city and reduce car congestion	I would like to see more on-street paths and support the new Douglas design incorporating bike lanes. Also during the summer walk/run events close almost all bike paths which is very frustrating. Please include bike path maps at major activities.
The schools desperately need safe and where possible off-street paths to schools	After nearly 20 years of waiting, Delano Neighborhood Associations have begun the funding process for 20% funding for the Delano Path – sometimes called Pearl Street but newly adopted the name Chisholm Trail Pathway. We ask to have it placed back on the list.
Exploring the city and county	Great job! Love riding in Wichita!

while running errands or riding to work! Enjoy our paths + park system	
Exercise Cost savings	Provide avenue for safe travel for those who have bike – example: look @ West St. Great paths from Spirit to Dog Park to River up north to down town. Other plans East + West need to follow.
Exercise! I love visiting other cities and riding on their paths	I'm encouraged to see that this is in progress and being worked on. We visit other cities and wish Wichita had great bike paths like other places. I was afraid nothing was being done.
Heart and joint exercise, overall health	The canal bike path has numerous blind corners due to foliage and fences. Any improvement in visibility would be welcome and would enhance safety.
Health / pleasure	Education for auto drivers Bike rack at businesses (lockable) Tell other about great trails Maps available more places



## Station Boards

The following boards were displayed at the open house.

### OPEN HOUSE OVERVIEW

#### What is the Wichita Bicycle Master Plan?

- The Wichita Bicycle Master Plan is a 10-year guide (2013—2023) for the City. It helps guide future decisions for programs, policies, and infrastructure that impact conditions for bicycling in Wichita.

#### Why have a plan?

- There is growing interest in Wichita for improvements to make it easier, safer and more convenient to get around the city on a bicycle.
- The 2012 edition of the National Citizen Survey reports that the satisfaction of Wichita residents with the ease of bicycle travel in the City is "much below the satisfaction of residents in comparable cities."

#### Who developed the plan?

The Wichita Bicycle Master Plan was developed by Wichita residents as a guide for the City. The Planning process lasted more than two years, and include more than 50 public meetings and events. More than 4,000 people were engaged in the planning process. The following two committees helped with the planning process.

- The Steering Committee was an appointed committee of citizens and agency representatives, this committee helped to ensure that the plan met the needs of Wichita residents and stakeholders.
- The Technical Advisory Committee was committee of City staff members that assisted the Steering Committee with technical information.

#### Why hold an open house event?

The Wichita Bicycle Master Plan is being implemented by the City in many different ways, including: infrastructure improvements, a new advisory board, and new projects. This open house event is an opportunity for you and other stakeholders to review progress implementing the plan (organized by engineering, education, encouragement, enforcement, and evaluation categories) and to provide feedback. Comments received today will be used to help ensure that the plan continues to meet the needs of our community and to help guide the next steps with implementation.

#### How to stay updated and involved

- Register for the City of Wichita bicycling and walking updates at [www.wichita.gov](http://www.wichita.gov) (click on the bicycle icon)
- Attend the Wichita Bicycle and Pedestrian Advisory Board meetings on the second Monday of every month at the Wichita Transit Van Maintenance Building (777 E, Waterman, building 200)

## VISION AND GOALS



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### Descriptions

**Vision Statement:** Describes what the community will be like in 2023. It is a general statement that provides the framework for the plan by identifying key elements and conditions.

**Goals:** What the community wants to work toward achieving. The work of completing a goal is seldom ever completed; it is something we continually strive to achieve.

**Objectives:** Specific initiatives that if accomplished will lead to the realization of the goals and vision. There may be more than one way to accomplish an objective or more than one action that may be undertaken.

### Bicycle Master Plan Vision

*An interconnected network of on-and off-street bicycle facilities that accommodates bicycle riders of all skill levels; and links all areas of the City of Wichita - including employment centers, schools, parks, and other activity centers.*

### Bicycle Master Plan Goals and Objectives

#### **Goal 1: Increase the amount of bicycling in Wichita**

Benchmark: Triple the amount of bicycling in Wichita over the next ten years (2012 – 2022)

Baseline: 0.3 percent of workers age 16 years and over, or (289,338 workers \* 0.3 percent= 8,680 workers) (Source: American Community Survey)

#### **Goal 2: Improve the safety of bicyclists in Wichita**

Benchmark: Reduce the rate of bicycle crashes by one third over the next ten years (2012 – 2022)

Baseline: 73 crashes involving automobiles and bicyclists (Source: KDOT - Three year average 2008 - 2010)

#### **Goal 3: Foster and promote a culture where bicycling is a viable and acceptable form of transportation**

Benchmark: Increase by 50 percent the percent of survey respondents rating ease of bicycle travel in Wichita as “excellent” or “good” (Source: National Citizen Survey)

Baseline: (year 2010) 37 percent of survey respondents rating ease of bicycle travel in Wichita as “excellent” or “good”.

## GOALS AND OBJECTIVES



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### **Goal 1: Increase the amount of bicycling in Wichita.**

**Objective 1.1:** Complete a core network of interconnected on- and off-street bicycle facilities that link all neighborhoods and activity centers in the City, including downtown.

**Objective 1.2:** Place a priority on maintaining existing paths and on-street bicycle facilities while installing new facilities.

**Objective 1.3:** Coordinate with neighboring jurisdictions to promote regional bike facility continuity, including the pathway system and missing links identified in the bicycle network.

**Objective 1.4:** Provide easily accessible information about the bicycle network.

### **Goal 2: Improve the safety of bicyclists in Wichita**

**Objective 2.1:** Educate law enforcement, youth, motorists, and bicyclists about the rights and responsibilities of all road users.

**Objective 2.2:** Take a balanced approach to enforcement that focuses on reducing the behaviors of both motorists and bicyclists that cause crashes.

**Objective 2.3:** Develop safe-routes-to-school (SRTS) programs that focus on safety and encouragement.

### **Goal 3: Foster and promote a culture where bicycling is a viable and acceptable form of transportation**

**Objective 3.1:** Promote bicycling through increased participation in special events.

**Objective 3.2:** Be recognized by the League of American Bicyclists as a Bicycle Friendly Community.

**Objective 3.3:** Increase the number of businesses and colleges that are recognized as Bicycle Friendly Business/Colleges by the League of American Bicyclists.

**Objective 3.4:** Market bicycling as a fun, healthy, culturally "in-thing" to do.

### **Policy Level Objectives and Strategies for Plan Implementation**

**Objective 4.1:** Routinely accommodate bicycle facilities as part of City transportation infrastructure improvements.

**Objective 4.2:** Ensure City development policies maximize opportunities to install appropriate bicycle facilities.

**Objective 4.3:** Develop policies for sequencing projects.

**Objective 4.4:** Fund priority, stand-alone bicycle projects.

**Objective 4.5:** Provide adequate staff to implement plan.

**Objective 4.6:** Monitor and track implementation of the Plan.

# PERFORMANCE MEASURES

( How we measure Plan implementation progress) 1 of 2



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The performance measures are targets that will be used to track our progress implementing the plan. The performance measures should be reviewed on an annual basis and can be updated as needed. Timing for implementation, when things get started, will vary.

Strategy (what we aim to accomplish)	Performance Measure (what we propose to measure)	Performance Target (what our target is)
Provide on- and off-street bicycle facilities	Number of miles of new facilities installed	Average of 12 miles/year
Install a Signed Bicycle Route Wayfinding System	Number of miles of signed bicycle routes	Average of 20 miles/year
Improve bicycle safety and access at arterial roadway crossings (e.g. crossing signals, crossing islands, bulb outs, etc.)	Number of roadway crossing improvements	Average of 2 crossing improvements per year
Improve bicycle access to transit (e.g. directional signage, bicycle facility links, etc.)	Number of locations with improved bicycle access	Average of 2 per year
Increase the availability of bicycle parking throughout Wichita	Number of bike racks installed	Install average of 25 bike racks per year
Determine if a BikeShare program would be good for Wichita	Study Completed	Study Completed
Prioritize and fund bicycle facility maintenance	Existing bicycle facilities maintained	Bike lanes swept 6 times/yr. Bike lanes/shared lane markings re-painted every two years as needed 1 major maint. project in CIP
Incorporate the facility recommendations from this plan into the WAMPO Metropolitan Transportation Plan and other related plans	Incorporation of facility recommendations	Completed in next update of WAMPO Plan
Develop and print wayfinding map	Develop map	Develop map by 2015
Develop on-line wayfinding map	Develop on-line wayfinding system	Develop on-line wayfinding system by 2018
Educate Wichita transportation system professionals and users about new bicycle facility types, planning, design and bicycle-related issues that may arise	Number of trainings and/or educational events held each year	Minimum of 1 professional trainings every year, and 2 public events with education component per year
Promote bicycle education and encouragement in Wichita through partnerships with community organizations and businesses	Growth of community-wide bicycling events per year; number of EC instructors (National Certification Program through the League of American Bicyclists)	Bicycling events grow each yr. Ave of 1 new Effective Cycling instructors/yr.
Support efforts to obtain funding for bicycle education and enforcement programs	Number of grant applications; focus on educating motorists and bicyclists	Support (i.e. assist in submitting application, provide analysis or data, provide match funding, etc.) a minimum of 2 funding applications per year
Increase enforcement of bicyclist and motorist behavior to reduce bicycle and motor vehicle crashes	Police and Bicycle Advisory Board work together to develop enforcement policies (e.g. motorist and bicyclist behaviors that compromise bicycle safety)	Implementation of agreed upon enforcement policies Change in motorist and bicyclist behaviors that compromises safety

# PERFORMANCE MEASURES

( How we measure Plan implementation progress) 2 of 2



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Strategy (what we aim to accomplish)	Performance Measure (what we propose to measure)	Performance Target (what our target is)
Work with school districts to develop collaborative partnerships to encourage children to bike to school	Number of schools actively encouraging children to bike to school	Add 2 schools/yr. that participate in promoting bicycling to school
Coordinate increased participation in bicycling events	Total number of people participating in all special events	Events demonstrate growth every year
First achieve LAB's Bicycle Friendly Community bronze and then silver status designation	Achieve BFC status	Bronze by end of 2015. Silver by 2020
Work with area businesses and colleges to engage them in the League of American Bicyclists recognition program.	Number of businesses and university/colleges recognized as "Bicycle Friendly" by LAB	Average of 1 new business or college recognized/yr.
Enlist <i>opinion</i> leaders in promoting bicycling (e.g. Speakers bureau)	Number of events in which local or regionally recognized opinion leaders present	6 events per year
Engage area businesses in using bicycles in their advertising and other promotions	Recognize businesses that use bicycles in their promotions	2 recognitions per year
Adopt policies to ensure that the City's project planning and review processes account for bicycle facilities	<ul style="list-style-type: none"> <li>. Adoption of routine accommodation policy and integration into project planning and review processes</li> <li>. Adoption of Complete Streets Policy</li> <li>. Change standard cross-section for streets to include appropriate bicycle facilities</li> </ul>	<ul style="list-style-type: none"> <li>. Adopt a Routine Accommodation policy 2014</li> <li>. Update the streets cross sections by 2014</li> <li>. Adopt a Complete Streets Policy by 2018</li> </ul>
Update the Unified Zoning Code to encourage both office and retail developments/redevelopments to provide secure and conveniently located bicycle parking	Updating of Unified Zoning Code	By 2015
Create policy for installing facilities that are isolated segments (e.g. bicycle facilities that don't connect to existing facilities)	Create policy	Adopt and implement policy by 2013
Create policy for reserving space for future facilities (e.g. space for bike lane that is added later)	Create policy	Adopt and implement policy by 2013
Prioritize funding to complete gaps (missing links) in the bikeway network.	Number of gaps completed	Complete a minimum of two gaps per year
Fund through CIP, annual programs and grants	Funding of priority stand-alone projects	Fund at least 2 priority stand-alone projects per year
Allocate staffing to implement this plan	Meet targets of yearly work plan	As agreed to with the bicycle advisory board
Create a bicycle advisory board	Create a bicycle advisory board	In 2013
Update the bicycle master plan on a regular basis	Updating of master plan	Update every 4 years
Publish an annual implementation work plan	Bicycle Advisory Board approves work plan	Approve annually starting in 2013
Establish performance measures to monitor progress	Performance measures included in this plan	Meet performance measures

# INFRASTRUCTURE FUNDING



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## Bicycle Facility Development

There are generally two ways that bicycle facilities are developed...

- Stand alone: The bicycle facility is funded, designed and installed as an individual project
- Part of other project: The bicycle facility is installed as part of another project (i.e. repaving of an existing street, construction of a new street or bridge, etc.)

## Bicycle Facility Costs

Here is a table with planning level cost estimates for the construction of stand alone bicycle facilities. The costs for bicycle facilities developed as part of other projects (routine accommodation) are generally less. The table does not include design costs (concept and construction designs), which are generally 20% of the construction costs

Facility Type	Cost Estimate per Mile
Bike Lanes (with parking)	\$28,000
Buffered Bike Lanes	\$40,000
Shared Lane Markings (with parking)	\$18,000
Bicycle Boulevard	\$102,000
Shared Use Path	\$422,000
Paved Shoulder	\$165,000

Note: construction of 1-mile of a five lane arterial road costs approximately \$4 million.

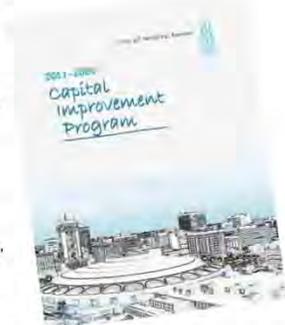
Note—the planning level cost estimates will probably be adjusted after the first bicycle projects are bid and actual costs are known.

## Local Funding

### Wichita Capital Improvement Program

The City of Wichita Capital Improvement Program (CIP) is a budget document that provides an overall 10 year plan for capital assets (streets, bridges, buildings, parks, large equipment, etc.) as well as a 10 year plan to finance those projects. The CIP is updated as needed.

- The current CIP is for 2011—2020. It includes nearly \$900,000,000 for bridges, arterials, and free-ways. The current CIP also includes \$500,000 every other year (\$2.5 million over 10 years) for Bicycle Enhancement projects.



## Possible Funding

### Wichita Area Metropolitan Area Planning Organization Transportation Improvement Program

Local governments can apply for federal transportation funding to develop bicycle facilities (paths, lanes, bicycle boulevards, etc.). In the Wichita area, these applications must be submitted through the Wichita Area Metropolitan Planning Organization (WAMPO). The WAMPO administers the federal funding and is responsible for deciding which applications get funded. The WAMPO funding decisions are made as part of the WAMPO Transportation Improvement Program (TIP).

- WAMPO TIP Funding Categories: Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), Transportation Enhancements (TE)
- All of the programs are very competitive and require a local match of at least 20%

### Additional Possible Infrastructure Funding Sources

- Federal Recreation Trails Funding—this funding is administered by the Kansas Department of Wildlife, Parks and Tourism. It offered through a competitive application program and requires a local match.
- Sunflower Foundation Trails Grant—this funding is offered through the Sunflower Foundation and requires a 50% local match.



## PROGRAM & NON-INFRASTRUCTURE FUNDING



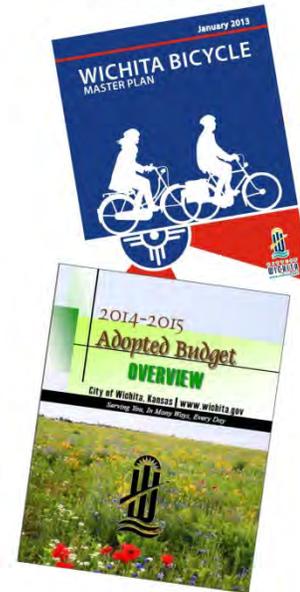
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### Program and Project Recommendations

The Wichita Bicycle Master Plan contains a number of recommendations for initiatives that are program, staffing, or project based. These include developing an annual maintenance plan (Strategy 7); providing bicycling guides (Strategy 8); producing educational materials; providing staffing to implement the plan; and many others.

### Local Funding

City of Wichita programs and (non-capital) projects are generally funded through the City of Wichita Budget. The City budget document is a detailed financial plan for the City. It describes outcome targets for each of the City's departments and summary information regarding expenditures, revenues, and positions for each City service. The City budget is developed every year and adopted by the City Council in August.



# PLAN IN ACTION



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Wichita  
Bicycle  
Master Plan

Annual  
Work Plan

Annual  
Progress  
Report



## Annual work plan

In order to help ensure year-to-year progress toward implementing the Plan, the City of Wichita creates an annual work plan (developed by staff and approved by the Wichita Bicycle and Pedestrian Advisory Board). The annual work plan provides measurable objectives that create accountability and demonstrate progress. It focuses attention on looking for opportunities to take advantage of public and private projects. This year (2014) was the first year that an annual work plan for the Wichita Bicycle Master Plan was created.



## Annual Progress Report

The annual progress report allows for regular assessment of the progress being made on accomplishing the strategies recommended in the Wichita Bicycle Master Plan. It is a way of creating an annual “report card” and making adjustments to the Plan as needed. It is also a way of reporting progress to decision makers and the public who want to make sure that public dollars are creating the desired results. The City’s first annual progress report for the Wichita Bicycle Master Plan was published in early 2014 (for progress in 2013).





## Engineering: Creating safe and convenient places to ride and park

The physical environment is a key determinate in whether people will get a on a bike and ride. Surveys of Wichita residents have shown that the number one desired improvement is better connectivity for bicycle facilities (paths, lanes, etc.) and enhanced safety from motor vehicles. Below are some highlights of bicycle related engineering improvements in Wichita.

## 2013 Engineering Initiatives

- The City completed construction of a pathway connection (including the Phil Lambke Path) from Garvey Park to Planeview Park



- Shared lane markings and bike lanes were installed at the intersection of 21st Street and 135th Street. The new markings help bicyclists to get through the intersection east and west.

- The Wichita City Council approved funding (City, Health and Wellness Coalition grant, CDC grant) to design the following bicycle facilities.

- 1<sup>st</sup> and 2<sup>nd</sup> Street (Hoover to Grove)
- Market and Topeka (21<sup>st</sup> to Mt. Vernon)
- Woodchuck Bicycle Boulevard (Sedgwick County Park to University)
- Armour Bicycle Boulevard (K-96 Path to Gypsum Creek Path)
- WSU to I-135 (Wichita State to Schweiter and I-135)
- Sycamore Street Shared Lane Markings (Douglas to Glenn)
- Mt. Vernon Street (Broadway to Woodlawn)
- Redbud Shared-Use Path (Oliver to Woodlawn)
- Douglas Avenue (St. Paul to Washington)
- 17th and 18th St (Perry to I-135)



- The City Council accepted a donation of Perry Avenue bicycle route wayfinding signage from the Wichita Initiative to Renew the Environment (WIRE). The signs have been installed generally between 13th Street and 21st Street along Perry Avenue.

- The City was awarded federal transportation funding from the WAMPO and KDOT to construct the following improvements.

- 1<sup>st</sup> and 2<sup>nd</sup> Street (Seneca to Grove)
- Market and Topeka (21<sup>st</sup> to Mt. Vernon)
- Woodchuck Bicycle Boulevard (Sedgwick County Park to University)
- Armour Bicycle Boulevard (K-96 Path to Gypsum Creek Path)
- WSU to I-135 (Wichita State to Schweiter and I-135)
- Sycamore Street Shared Lane Markings (Douglas to Glenn)
- Redbud Shared-Use Path (Oliver to Woodlawn)
- Douglas Ave. (St. Paul to Washington)
- 17th and 18th St (Perry to I-135)
- Delano Bicycle Parking—Phase II
- Path and Intersection signage
- K-96 Path wayfinding



- The City and the Health & Wellness Coalition of Wichita hosted an AASHTO bikeway workshop

- The City participated in the MAP-21 Workshop to learn about new federal transportation funding and potential opportunities for bicycle projects.





## 2014 Engineering Initiatives

- The City staff are working to complete designs for the following bicycle facilities.
  - 1<sup>st</sup> and 2<sup>nd</sup> Street (Hoover to Grove)
  - Market and Topeka (21<sup>st</sup> to Mt. Vernon)
  - Woodchuck Bicycle Boulevard (Sedgwick County Park to University)
  - Armour Bicycle Boulevard (K-96 Path to Gypsum Creek Path)
  - WSU to I-135 (Wichita State to Schweiter and I-135)
  - Sycamore Street Shared Lane Markings (Douglas to Glenn)
  - Redbud Shared-Use Path (Oliver to Woodlawn)
  - K-96 Path wayfinding
  
- The City is working to install the following bicycle facilities, contingent on the approval of final designs by the City Council.
  - 1<sup>st</sup> and 2<sup>nd</sup> Street Bike Lanes (Seneca to Grove)
  - Market and Topeka Bike Lanes Phase I (21<sup>st</sup> to Kellogg)
  - Woodchuck Bicycle Boulevard Phase I (Sedgwick County Park to Central Ave.)
  - Armour Bicycle Boulevard (K-96 Path to Gypsum Creek Path)
  - WSU to I-135 Phase I
  - Redbud Shared-Use Path (Oliver to Woodlawn)
  - Delano Bicycle Parking—Phase II
  
- The City has submitted federal transportation funding requests to the WAMPO for six bikeway projects.
  
- The City has been awarded a grant from the Kansas Health Foundation to utilize \$50,000 to develop bicycle wayfinding policies and guidance, and to install a small demonstration project.
  
- Delano stakeholders are working with City staff to update the Delano West Douglas Avenue Bicycle Parking Plan
  
- The City, with assistance from the Health and Wellness Coalition of Wichita, is working on the development of a multi-modal policy. This policy is recommended in the Wichita Bicycle Master Plan as a routine accommodation policy (Strategy 20). The recommendation in the plan is for the policy to ensure that as routine road projects such as resurfacing and striping are executed, bicycle facilities are incorporated according to the Wichita Bicycle Master Plan's recommendation, where feasible. Routine accommodation of bicycle facilities is often the most cost effective implementation strategy. This project is scheduled to be completed around September 2014.
  
- The City, with assistance from the Health and Wellness Coalition of Wichita, is working to develop street design guidance. This project will implement Strategy 20 in the Wichita Bicycle Master Plan. This guidance is intended to guide the design of Wichita streets to accommodate bicycling, walking, and transit use; including arterial streets. If approved by the City Council, the street design guidance will be official guidance for the City. This project is scheduled to be completed around September 2014.



# EDUCATION



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## Education: Giving people of all ages and abilities the skills and confidence to ride

A safe transportation system begins with an understanding of the rights and responsibilities of all residents that use the City's streets, sidewalks, and trails. Education is required to address issues such as wrong-way riding; riding without a helmet; how bicycles and cars can safely share the road; the importance of looking both ways; and compliance with stopping regulations.

## 2013 Education Initiatives

- The City created a bicycle specific webpage on the City website with information about laws and regulations that apply to bicyclists and motorists.
- The Health and Wellness Coalition of Wichita launched the fitWichita campaign ("F" stands for "fitness", "I" stands for "inspiration", and "T" stands for "taste") to promote physical activity and healthy eating for every generation living in the Greater Wichita Area. The campaign has prominently featured information on bicycling. The City of Wichita has provided assistance by sharing information about the Wichita Bicycle Master Plan and bicycle related info. The campaign will continue into late 2014.



## 2014 Education Initiatives

- Police Department staff are looking into the possibility of applying for Highway Safety Improvement Program funding from KDOT for targeted education and enforcement of high crash intersection locations.
- The Wichita Police Department and other City staff have developed a series of videos that show both required and recommended behaviors for people bicycling and driving on Wichita streets. The videos are available online YouTube and the City website. They are also being shown on Channel 7.
- City staff members are developing a brochure with information about required and recommended behaviors of people bicycling and driving on Wichita streets.
- The City of Wichita has applied for and been awarded \$50,000 of funding from the Kansas Health Foundation to improve street safety. The project consists of the three activities described below:
  - creation of a strategic street safety outreach system that: identifies messages for priority audiences identified based on behaviors that most impact safety and perceptions of safety; recommends priority formats for reaching the priority audiences; provides graphics/images and other uniform elements to clearly identify this effort; and creates cost estimates for options to expand the effort if additional resources can be secured;
  - development of course material for the Wichita Police Department that can be used to update officers on the required and recommended behaviors for all roadway users, with a special focus on interactions between people on bicycles, walking, and driving motor vehicles; and,
  - hosting train-the-trainer events where at least a dozen individuals can become certified League of American Bicyclists Instructors and teach Smart Cycling classes to children and adults.



# ENCOURAGEMENT



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## Encouragement: Fostering and promoting a culture that welcomes and celebrates bicycling

Communities, businesses, and universities can play an important role in encouraging people to ride—by giving them a variety of opportunities and encouragements to get on their bikes. Wichita is fortunate to have an enthusiastic cycling community. The City has multiple cycling clubs and groups that promote bicycling in and around the city.

### 2013 Encouragement Initiatives

- The City assisted the Wichita Area Metropolitan Planning Organization (WAMPO) in creating the Greater Wichita Bike Map. The Sedgwick County Health Department funded the printing of it by securing a KDHE grant.
- The City participated with many different partner organizations (including but not limited to the Health and Wellness Coalition of Wichita, Bike Walk Wichita, and others) to host Bike Month 2013 in May. The month of fun events included the following activities:
  - morning snack stations on Bike to Work Day for bicycle commuters
  - Promoting the online National Bike Challenge
  - Issuing a proclamation declaring May as Bike Month in Wichita
  - Offering bicycle related workshops by Park and Recreation Department staff



### 2014 Encouragement Initiatives

- The City Council Members participated in the creation of a Bike Month video to encourage residents of Wichita to explore Wichita on a bicycle.



- The City participated with many different partner organizations to host Bike Month 2014 in May. The month of fun events included the following activities:
  - hosting morning snack stations on Bike to Work Day for bicycle commuters;
  - promoting the online National Bike Challenge; and
  - issuing a proclamation declaring May as Bike Month in Wichita
- The City Council is tentatively scheduled to consider approval of submitting a Bicycle Friendly Community (BFC) application to the League of American Bicyclists on June 3rd. The next deadline for BFC applications is August 14, 2014 and the designations will be made in October 2014.



# ENFORCEMENT



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## Enforcement: Ensuring safe roads for all users

Basic laws and regulations need to govern bicycling and the rules of the road to ensure safety for all road users. With a good set of laws and regulations in place, the next key issue is enforcement. Law enforcement.

## 2013 Enforcement Initiatives

- The City staff members and elected officials participated in the MAP-21 Workshop to learn about new federal transportation funding and potential opportunities for bicycle projects. The workshop included information about potential funding sources for enforcement activities.



## 2014 Enforcement Initiatives

- Police Department staff are looking into the possibility of applying for Highway Safety Improvement Program funding from KDOT for targeted education and enforcement of high crash intersection locations.
- The City of Wichita has applied for and been awarded \$50,000 of funding from the Kansas Health Foundation to improve street safety. The project consists of the three activities, including one to develop course material for the Wichita Police Department that can be used to update officers on the required and recommended behaviors for all roadway users, with a special focus on interactions between people on bicycles, walking, and driving motor vehicles.



# EVALUATION / PLANNING



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## Evaluation: Planning for bicycling as a safe and viable transportation option

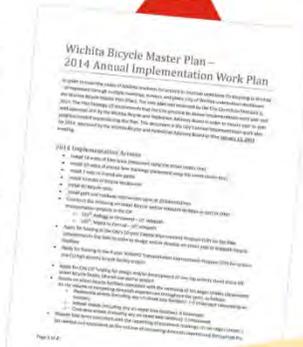
Metrics are essential. A comprehensive bicycle master plan, in combination with funding and active citizen involvement is the foundation of a great bicycling-friendly community.

### 2013 Evaluation / Planning Initiatives

- The City Council endorsed the Wichita Bicycle Master Plan as an official guide for the provision of infrastructure, policies, and programs related to bicycling by the City of Wichita.
- The City Council passed ordinance 49-411 creating the Wichita Bicycle and Pedestrian Advisory Board. The 11-member board advises the City Council and staff on issues related to bicycling and walking. It participates in planning and project development; evaluates policies; makes recommendations to City departments; and plays an influential role in implementing the Wichita Bicycle Master Plan.

### 2014 Evaluation / Planning Initiatives

- The City published a 2014 annual work plan for implementation of the Bicycle Master Plan. The work plan was developed by staff and approved by the Wichita Bicycle and Pedestrian Advisory Board. The annual work plan provides measurable objectives that create accountability and demonstrate progress. It focuses attention on looking for opportunities to take advantage of public and private projects.
- The City published the Wichita Bicycle Master Plan 2013 annual progress report. The report allows for regular assessment of the progress being made on accomplishing the strategies recommended in the Wichita Bicycle Master Plan. It is a way of creating an annual "report card" and making adjustments to the Plan as needed. It is also a way of reporting progress to decision makers and the public who want to make sure that public dollars are creating the desired results.
- City staff submitted a letter of support to the KU School of Medicine for a grant application to the CDC for a project to conduct health impact assessments. One project that will be evaluated is the build-out of the 10-year Priority Bicycle Network recommended in the Wichita Bicycle Master Plan.
- City staff are participating in the Wichita Area Metropolitan Planning Organization's MOVE 2040, a long range regional transportation plan. This plan is important because it establishes the regional priorities for federal transportation funding.



# BIKEWAY PRIORITIES



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## Bicycle Master Plan

The Wichita Bicycle Master Plan (Plan) recommends a network of fully connected bicycle facilities that provides access to all neighborhoods and activity centers in the city; and connects the city to the region. The Plan recommends that the bicycle network be developed both through routine accommodation (as part of other projects) and as stand alone projects.

In order to help ensure the maximum benefit from the development of new stand alone bicycle facilities (paths, lanes, bicycle boulevards, etc.), the Plan includes two categories of prioritization: a 10-year Priority Bicycle Network; and a prioritized lists of on-street and sidepath projects, and a prioritized listing of shared-use path projects.



Table with 2 columns: Name, Description. It lists various bicycle facilities such as '1st and 2nd Street (Hoover to Grove)', 'Market and Topeka (21st to Mt. Vernon)', and 'Woodchuck Bicycle Boulevard (Sedgwick County Park to University)'. Each entry includes a brief description of the project.

## Implementation

Since the endorsement of the Plan as an official guide for the City, the City has secured funding to design and construction of the following bikeways listed below. These projects will help to complete all or a portion of nine (9) of the Top Ten Recommended Priority On-street and Side Path Bicycle Facilities and one mile of the Top Priority Off-Street (Shared Use Path) Bicycle Facility.

- 1<sup>st</sup> and 2<sup>nd</sup> Street (Hoover to Grove)
- Market and Topeka (21<sup>st</sup> to Mt. Vernon)
- Woodchuck Bicycle Boulevard (Sedgwick County Park to University)
- Armour Bicycle Boulevard (K-96 Path to Gypsum Creek Path)
- WSU to I-135 (Wichita State to Schweiter and I-135)
- Sycamore Street Shared Lane Markings (Douglas to Glenn)
- Redbud Shared-Use Path (Oliver to Woodlawn)
- Douglas Ave. (St. Paul to Washington)
- 17th and 18th St (Perry to I-135)

## Next Steps

The City of Wichita will need to submit future applications for funding to construct bicycle facilities. In order to help with the funding applications, the City is asking the public to provide input about what the next community priority bicycle facilities should be. The feedback received will be considered by the Wichita Bicycle and Pedestrian Advisory Board as they work to develop a list of priority projects for the City.

# VOTE - ON-STREET & SIDE PATHS PRIORITIES



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Help identify the most important on-street and side path bicycle facility projects for the City to develop next. Please use your three ( 3 ) dots to vote for the ones that are most important to you. If you would like to vote for a project and do not see it on the list, then please write it in on the bottom of the list so that you and others can vote for it.

Project Name	Project Description	Place Your "Dots" Here
A Westlink Bicycle Boulevard	Install a bicycle Boulevard from 29 <sup>th</sup> St and Keith St along Keith St to 20 <sup>th</sup> St, Kieth St, to 17 <sup>th</sup> St, to Westfield St., to Westlink Ave, to Caddy Ln, to Tee Ln, to Wetfield Ave, to Callahan Dr. (north/south)	
B Westport / 17 <sup>th</sup> St Bicycle Boulevard	Install a bicycle boulevard from 21 <sup>st</sup> St to Bella Vis, to Westport St, to 17 <sup>th</sup> St to 16 <sup>th</sup> St, to the Woodchuck Bicycle Boulevard (east/west)	
C 2 <sup>nd</sup> Street Shared Lane Markings	Install shared lane markings from Seneca St. to Hoover Rd. (east/west)	
D Mt Vernon Road Bike Lanes	Install bike lanes from Broadway Ave to Woodlawn Blvd. (east/west)	
E 9 <sup>th</sup> St and Hoover Ave Bikeway	Install a bicycle boulevard on 9 <sup>th</sup> St. from the Big Arkansas River Path to Hoover St., then south on Hoover to 2 <sup>nd</sup> St., then west on 2 <sup>nd</sup> to Elder St., then south on Elder St. (north/south & east/west)	
F St. Paul Shared Lane Markings	From the Big Arkansas River Path south on St. Paul to University, then east to Friends University (north/south)	
G Glenn Ave Shared Lane Markings	Install shared lane markings from Orient Blvd. to 35 <sup>th</sup> St. (north/south)	
H Edgemoor Bikeway	Install bike lanes from Mt. Vernon to 13 <sup>th</sup> St. (north/south)	
I Murdock/9 <sup>th</sup> St Shared Lane Markings	Install shared lane markings from river to Armour Drive (east/west)	
J Greenwich Rd / Central Ave Bikeway	Install a sidepath from the Greenwich Rd sidepath at Kellogg to Central, then a sidepath along Central Ave to 127 <sup>th</sup> to the K-96 Path (north/south & east/west)	
K 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)	
L 17th St. Bike Lanes to	Install bike lanes from the I-135 Path to the Redbud Path at Oliver St.	
M 31st St Bike Lanes/Old Lawrence Rd Bicycle Boulevard	Install bike lanes on 31st Street from I-235 to Old Lawrence Rd, and a bicycle boulevard on Old Lawrence Rd from 31st St to the Arkansas River Path	
N Cleveland / Pattie Bikeway	Install shared lane markings from the I-135 Path at 15 <sup>th</sup> St to Ohio Ave to 11 <sup>th</sup> St to Cleveland Ave to Douglas Ave to Pattie Ave to the pedestrian bridge over Kellogg, then a bicycle boulevard from Kellogg to Osie St to the I-135 path	
O		

# VOTE - OFF-STREET PRIORITIES



Help identify the most important bicycle off-street bicycle facility projects for the City to develop first. Please use your two ( 2 ) dots to vote for the ones that are most important to you. If you would like to vote for a project and do not see it on the list, then please write it in on the bottom of the list so that you and others can vote for it.



Project Name	Project Description	Place Your "Dots" Here
1 Delano Neighborhood Path	Construct path on former Railroad Right-of-way between Seneca and Delano Park (east/west)	
2 Prairie Sunset Trail	Construct a paved path or unpaved trail on the former railroad corridor south of Kellogg from Tyler Rd. to 167th St. (east/west)	
3 Big Ditch	Study the installation of a paved path or chipped rock trail along the Big Ditch from approximately 37 <sup>th</sup> St to the Arkansas River (north/south)	
4 South Central Neighborhood Path	Construct path along east side of the Arkansas River from Kellogg to Broadway Ave (north/south)	
5 Redbud Path - Woodlawn to Rock Rd.	Install a path from Woodlawn Blvd to Rock Rd (east/west)	
6 Redbud Path—Rock Rd. to K-96 (east/west)	Install a path from Rock Road to the K-96 Path	
7 Redbud Path—K-96 to the county line / 159th St. (east/west)	Construct path on former railroad right-of-way from K-96 to the Andover path at the Sedgwick/Butler County line (east/west)	
8 Ark River to Haysville Bikeway	From the Arkansas River Path to Gold Street (on-street facility), south to McArthur Rd, then south on the former railroad corridor between Seneca and Broadway, then southeast on the former railroad corridor to Haysville (north/south)	
9 K&O Path	Install path along the active Kansas and Oklahoma Railroad corridor from Zoo Boulevard to I-235	
10		
11		
12		
13		

# BIKEWAY DEVELOPMENT PROCESS

( Stand-alone projects )



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## 1. Community Plan

The bicycle facility (path, lane, bicycle boulevard, etc.) is generally included as part of a community plan. In most cases, it will be the Wichita Bicycle Master Plan and will be identified in the Bicycle Network Map. Having the project identified in a community plan shows that there is community support for the project, and that it makes a logical connection or part of the city-wide network of bicycle facilities.

## 2. Local Funding

Funding is critical for the development of bicycle facilities. The City of Wichita plans for capital investments (i.e. roads, bridges, land, buildings, bicycle facilities, etc.) through the Wichita Capital Improvement Plan (CIP). The CIP is a budget document that provides an overall 10 year plan for capital assets as well as a 10 year plan to finance those projects. The CIP is updated as needed. The current CIP is for 2011–2020. It includes nearly \$900,000,000 for bridges, arterials, and freeways. The current CIP also includes \$500,000 every other year (\$2.5 million over 10 years) for Bicycle Enhancement projects. The amount of City CIP funding for bicycle projects is less than the costs

## 3. Non-City Funding

The City of Wichita works to leverage as much funding from other sources as possible. Many of these funding programs require a local match of at least 20 percent, with additional local match funding above 20 percent making the funding application more competitive. Typically, the non-City funding sources are very competitive. Successful funding applications can help the development of projects to be completed sooner. Unsuccessful funding applications can result in projects being developed in phases and/or changes in priorities.

## 4. Concept Designs

Once the City Council has approved the use of funding, then in many cases the City will seek outside help to develop the concept designs for bicycle facilities. The concept designs will help identify where the route should go, what specific type of bicycle facility can be used, what related improvements are needed, and provide an estimate for the costs to construct the project. Depending on the scope and scale of the project, the concept designs are typically presented at the District Advisory Boards or another public event for comments. The public comments are used to refine the concept designs. The concept designs are then presented to the City Council for approval.



## 5. Construction Designs

Following the completion of the concept designs, the next step is for the City to develop construction designs. These are very specific designs that will be used for the construction of the project. At this stage in the project, the City also has more refined construction cost estimates developed. Once they are completed, the construction designs are presented to the City Council for approval.



## 6. Construction Bids

Many of the City's construction projects are bid out for construction. The bid information is posted on the City's procurement website and notices are distributed using the City's procurement process.



## 7. Construction Contract

Based on the results of the bidding process (if they are within the City's estimate and if the bid meets the City's other requirements), then a proposed contract is developed and presented to the City Council for authorization.



## 8. Construction

If the City Council approves the construction contract and the funding, then this is when construction takes place.



## 9. Celebration

Community stakeholders may choose to host a celebration for the completion of construction projects.

Potential Bicycle Projects	
Project	Amount
<b>Top Priority Shared-Use Path</b>	
Redbud—Woodlawn to K-96 Path.	\$ 2,250,000
<b>Top Priority On-Street and Sidepath Facilities</b>	
Complete Existing Projects	\$ 500,000
2nd St Bikeway – Seneca to Hoover	\$ 150,000
Douglas Ave. Bikeway – St. Paul to Edgemor	\$ 300,000
Market & Topeka – Kellogg to Mt. Vernon	\$ 300,000
Mt. Vernon Bike Lanes – K-15 to Oliver	\$ 300,000
Woodchuck Bikeway – Central to University	\$ 350,000
17th and 18th St – Perry to I-135	\$ 200,000
Traffic Calming and Crossing Improvements	\$ 1,000,000
<b>Other Priority Bicycle Network Facilities</b>	
Schweiter Bikeway – WSU to 3rd St Path	\$ 500,000
Pattie Bridge Bikeway – 2nd to I-135 Path	\$ 950,000
Murdock Bikeway – Riverside Park to Armour	\$ 750,000
St. Paul Bikeway – Ark River to Friends U.	\$ 550,000
Fountain and Belmont Bikeway - K-96 Path to WSU	\$ 450,000
<b>Other Projects</b>	
Multi-Modal Maintenance Projects Accomodation	\$ 2,000,000
Bicycle Parking	\$ 100,000
I-135 Path Update	\$ 250,000
Bicycle Wayfinding	\$ 200,000
Westdale Bikeway Update	\$ 100,000
Redbud Path – K-96 to 159th St	\$ 2,500,000
Prairie Sunset Trail - 167th to Hoover (Phase I)	\$ 2,500,000
17th St. – I-135 Path to WSU at Hillside	\$ 500,000
Delano Path – Dodge to McLean	\$ 750,000
South Central Path - Kellogg to Broadway	\$ 2,000,000
Contract Maintenance Bikeways	\$ 5,000,000
<b>Pedestrian Projects</b>	
Project	Amount
School Walking Route Plans	\$ 250,000
Senior Walking Route Plans	\$ 250,000
Priority Crossing Improvements	\$ 5,000,000
Arterial Sidewalks	\$ 4,500,000
School Walking Route Improvements	\$ 2,000,000
Senior walking Route Improvements	\$ 2,000,000

**Wichita Bicycle and Pedestrian Advisory Board**

April 13, 2015

**TO:** Wichita Bicycle and Pedestrian Advisory Board Members

**FROM:** Wichita-Sedgwick County Metropolitan Area Planning Department

**SUBJECT:** City of Wichita Bicycle Master Plan 2015 Annual Implementation Work Plan

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**Recommendation:** It is recommended that the Board approve the Wichita Bicycle Master Plan 2015 Work Plan (2015 Work Plan).

**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 through the provision of bicycle related infrastructure, policies, and programs. The Plan includes a recommendation (Strategy 29) that the City of Wichita develop an annual work plan to improve internal coordination and efficiency; help ensure year to year progress; and provide measureable objectives that create accountability and demonstrate progress.

The proposed work plan was developed using the process presented at the February 2015 Wichita Bicycle and Pedestrian Advisory Board (WBPAB) meeting. The 2015 Work Plan shows the action goals that the City intends to make every best effort to accomplish in 2015. The document is non-binding and does not commit any funding. The annual work plan is one of the core documents important to the implementation of the Plan: 1) the 10-year Plan; 2) the annual work plan; 3) the annual progress report.

On March 9, 2015, the WBPAB members recommended that the 2015 Work Plan be updated to include notes comparing the proposed projects to the miles of Priority Bicycle Network facilities recommended for completion by 2023 in the Wichita Bicycle Master Plan.

**Analysis:** The proposed 2015 Work Plan shows action goals for the City in 2015. Many of the actions would initiate new planning and construction efforts. In addition, the actions would also apply for funding for continue implementation into the future.

**Financial Considerations:** The funding implications for the 2015 Work Plan itself is zero. The 2015 Work Plan is non-binding and does not commit any City funding. Separate action would be needed for the City to commit funding.

**Legal Considerations:** None.

**Recommendation/Actions:** It is recommended that the Board approve the Wichita Bicycle Master Plan 2015 Work Plan (2015 Work Plan).

**Attachments:**  
DRAFT City of Wichita Bicycle Master Plan 2015 Annual Implementation Work Plan

# Wichita Bicycle Master Plan

## 2015 Annual Implementation Work Plan

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Wichita residents have indicated a desire for improvements to make it easier, safer and more convenient to get around Wichita on a bicycle - shown through multiple meetings, surveys, and plans. In 2013, the Wichita City Council endorsed the Wichita Bicycle Master Plan (Plan) as a guide for how our City can improve conditions for bicycling. The Plan recommends that the City produce an annual implementation work plan and seek approval of it by the Wichita Bicycle and Pedestrian Advisory Board in order to ensure year to year progress toward implementing the Plan. This document is the City's annual implementation work plan for 2015, approved by the Wichita Bicycle and Pedestrian Advisory Board at their ##### meeting. This work plan was developed through coordination with the department directors of the lead departments identified in the Plan strategies and actions (Chapter 4).

### 2015 Implementation Action Goals

Action Targets	City Lead Department	Plan Strategy
Develop Wichita Wayfinding System Plan	Planning	2
Create Wichita Street Safety Education Information	Planning	11
Organize Wichita LCI Training	Planning	11
Develop Wichita Bicycle Master Plan Annual Implementation Work Plan	Planning	29
Apply for LAB Bicycle Friendly Community designation	Planning	16
Publish Wichita Bicycle Master Plan Annual Progress Report	Planning	30
Write and distribute Wichita Bicycling and Walking Newsletters	Planning	11
Coordinate Wichita New Bikeways Community Outreach	Planning	11
Update bicycling website	Planning	11
Write bikeway projects before and after comparison	Planning	1
Submit Knight Cities Grant – bicycle wayfinding improvements project	Planning	2
Apply for Wichita Community Foundation grant funding for bicycle wayfinding	Planning	2
Submit Kansas Health Foundation grant application – bicycle facility design training	Planning	10
Apply for Sunflower Foundation Trails Grant	Planning	1
Submit a request for CIP funding to construct on- and off-street bicycle facilities	Planning	1
Submit a request for CIP funding for maintenance of bicycle facilities	Planning	7
Submit a request for CIP funding to install bicycle wayfinding	Planning	2
Submit a request for CIP funding to install bicycle parking	Planning	5
Submit a request for CIP funding to improve crossings	Planning	3
Apply for KDOT safety funding for bicycle safety education and equipment	Planning	12
Draft Prairie Sunset Trail construction MOU with Prairie Travelers	Park	1
Install 4 bicycle racks	Park	5

Finalize an MOU for maintenance of bikeways	Park	7
Host 1 community bicycle event	Park	15
Offer 2 LAB bicycling courses	Park	11
Install 7 miles of bike lanes <sup>i</sup>	Public Works	1
Install 15 miles of shared lane markings <sup>ii</sup>	Public Works	1
Install 3.5 miles of shared use paths <sup>iii</sup>	Public Works	1
Install 0.5 miles of side paths <sup>iv</sup>	Public Works	1
Design 5 miles of on-street bicycle facilities <sup>v</sup>	Public Works	1
Make improvements to 10 arterial crossings	Public Works	3
Submit a budget request for City funding to maintain new on- and off-street bicycle facilities	Public Works	7
Review 2016 street maintenance locations with Multi-Modal Committee	Public Works	1
Research crash reports	Police	13
Participate in youth outreach activities – provide education and encouragement	Police	14
Develop Police Department officer training module for safe streets (people bicycling, driving, and walking)	Police	12
Apply/seek funding to improve bicycle access to transit stops	Transit	4
Distribute bicycle maps at library locations	Library	9

ATTEST:

\_\_\_\_\_  
 Jack Brown, Wichita Bicycle and Pedestrian Advisory Board Chairperson

\_\_\_\_\_  
 Date

<sup>i</sup> The WBPAB notes that in order to complete the 30 miles of bike lanes recommended in the Wichita Bicycle Master Plan Priority Bicycle Network by 2023, the City will need to install an average of 3 bike lanes per year. In 2014, 0 bicycle lanes were installed.

<sup>ii</sup> The WBPAB notes that in order to complete the 72 miles of shared lane markings and 124 miles of bicycle boulevards recommended in the Wichita Bicycle Master Plan Priority Bicycle Network by 2023, the City will need to install an average of 7.2 miles of shared lane markings and 12.4 miles of bicycle boulevards per year. In 2014 0 miles of bicycle boulevards and shared lane markings were installed.

<sup>iii</sup> The WBPAB notes that 2.5 miles of the shared use paths identified for construction in 2015 were identified for construction in 2013 when the Wichita Bicycle Master Plan was approved. In order to complete the 4.5 miles of shared use path recommended in the Plan Priority Bicycle Network by 2023, the City will need to install an average of 0.4 miles of shared use path per year. In 2014, 0 miles of shared use paths along the Priority Bicycle Network were installed.

<sup>iv</sup> The WBPAB notes that in order to complete the 11.6 miles of side paths recommended in the Wichita Bicycle Master Plan Priority Bicycle Network by 2023, the City will need to install an average of 1.2 miles of side paths per year. In 2014, the City installed 0 miles of Priority Bicycle Network side paths.

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∨ The WBPAB notes that in order to complete the approximately 144 miles of on-street bicycle facilities recommended in the Wichita Bicycle Master Plan Priority Network, the City will need to design an average of 14 miles of on-street bicycle facilities per year.

DRAFT