

Bicycle and Pedestrian Advisory Board

Monday, July 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	Call to Order Jack Brown, Chairperson
2.	5:31 pm	Approve Previous Meeting Notes Jack Brown, Chairperson
3.	5:35 pm	Public Comments
4.	5:45 pm	Review– Proposed Wichita Budget and CIP Update Mark Manning, Budget Officer
5.	6:15 pm	Discuss – Transit and Potential Sales Tax Steve Spade, Wichita Transit Director
6.	6:35 pm	Approve – Budget Recommendation Letter Jack Brown, Chairperson
7.	6:45 pm	Discuss – Business Recognition Update Amy Delamaide, Board Member
8.	6:55 pm	Discuss – Bicycle Master Plan Update Scott Wadle, Senior Planner
9.	7:10 pm	Discuss – New Bikeways Outreach Scott Wadle, Senior Planner
10.	7:20 pm	Board Member Project Reports Jack Brown, Vice Chairperson
11.	7:30 pm	Announcements Jack Brown, Chairperson
12.	7:35 pm	Closing Thoughts Jack Brown, Chairperson



Bicycle and Pedestrian Advisory Board

Monday, June 8, 2015

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, , Amy Delamaide, Jerry Jones, Tom Lasater, George Theoharis, Melany Barnes & Tyler Stutzman
Members Absent: Jack Brown, James Crowder
City Staff: Scott Wadle, MAPD, Paul Gunzleman, Assistant City Engineer
Guests: None

Item	Description
1.	Call to Order: Jerry Jones, Vice Chairperson, called the meeting to order and welcomed City staff.
2.	Approve Previous Meeting Notes: Tom Lasater moved [Amy Delamaide] to approve the May 11, 2015 meeting notes. Motion carried 9-0.
3.	Public Comments: There were no comments.
4.	Discussion of Arterial Sidewalk Program: Paul Gunzleman, Assistant City Engineer, reported on a \$450K CIP program for sidewalks along arterial streets. Mr. Gunzleman explained that input is being sought from District Advisory Boards [DABs] as well. Board members were asked to forward suggestions for potential sidewalks to Scott Wadle who will compile a summary report. Jane Byrnes stated that, when possible, sidewalks should be constructed around schools. According to Jane, sidewalks and crosswalks create safer ways for children to come to and leave from schools. The board thanked Mr. Gunzleman for his informative presentation.
5.	Discussion of the City Budget Recommendation Process: Scott Wadle provided an overview of the City's Budgeting processes. Jerry Jones explained the differences between the City's Operating and CIP Budgets. Jerry explained that Jack Brown, Chairperson, had recently submitted a letter to the Manager, Mayor and City Council that requested a \$3.24M CIP Budget increase, per year, for bike/ped projects. Amy Delamaide suggested that the City's Operating Budget could include funding for items in the Master Pedestrian Plan as well: Strategy 7 – Make Maintenance of Pedestrian Infrastructure a Priority; Action 2: Assist partner organizations (e.g., school district, Safe Kids) to train parent volunteers on how to become involved in promoting Safe Routes to School (SRTS) through the Safe Kids Program. City assistance could include, but not be limited to: providing free or reduced facility rentals; event promotion and staff attendance at kick-off meetings. (Average one training per year)Funding for event promotion and staff time; Strategy 10 – Monitor and Update the Implementation Plan; Action 7: Allocate resources / apply for resources to fill positions in Planning. (0.5 FTE by 2015); Action 8: Allocate resources / apply for resources to fill positions in Public Works. (0.5 FTE by 2016) \$\$ for staff positions; Strategy 8 - Plant and Maintain Street Trees; Action 2: Request additional City and non-City funds for current street tree program to maintain existing street trees and plant new trees. Identify public/private partnerships to fund the street tree and related programs. (By 2018); Funding for trees, promotion of program; Strategy 2 – Improve the Safety of Pedestrians at Marked Crosswalks; Action 2: Create and request funding for a program to identify and retrofit high priority existing marked crosswalks throughout the city. The program guidance should describe the criteria for selecting high priority existing crosswalks and meet policy standards for design and implementation (By 2019); Action 3: Create and request funding for a program to identify and prioritize future locations for marked crosswalks throughout the city. The program

	guidance should describe the prioritization criteria and meet the policy standards for design and implementation (By 2022); Funding for staff time, develop program, run program, take public input, etc. Funds could also be used to install the four bicycle traffic counters that are currently in storage --covering staff time needed to install the counters, gather the data, and analyze the data. Following the discussion, Tom Lasater moved [Amy Delamaide] to authorize Jack Brown, Chairperson, to draft a budget-related letter to the Manager and City Council for review by the full board at the July 2015 meeting. Motion carried 9-0.
6.	Discussion of New Bikeways Outreach: Scott Wadle noted that there will be bike lanes installed on 1 st & 2 nd Bikeways – westbound to past the river and Market & Topeka from Kellogg north to 21 st Street. Scott noted that a public outreach program will be developed in an effort to educate the public about what is about to take place, the rationale for the projects and why it matters to motorists/cyclists. The board is supportive of these proposed bike projects. This proactive campaign can help to educate motorists and reduce confusion about the proposed projects. This campaign will help also develop ‘talking points’ related to the projects as well.
7.	Proposed Business Recognitions: Amy Delamaide reported that she would like to ‘nominate’ the following businesses, based up criteria found the Master Bicycle Plan, for recognition: 1) <i>Mathematics</i> ; 2) <i>Warren Optometry</i> ; 3) <i>Fork & Fennel</i> ; and 4) <i>Reverie Roasters</i> . The board was appreciative of Amy’s efforts to recognize bike friendly businesses. It was suggested that local bike shops should be recognized first then the suggested businesses later. Jerry Jones and Barry Carroll agreed to compile a listing of all bicycle shops within the City. Board members thanked Amy for her ongoing efforts to recognize bike friendly businesses.
8.	Discussion of Bicycle Master Plan Update: Scott Wadle asked the board how they would like to proceed updating the plan. Tyler Stutzman suggested that there have been several positive changes around bike/ped projects in the last year or so. According to Strategy #28 in the Master Bike Plan, there should be a major review every four years and minor changes could be made in the interim if desired. There was consensus from the board that a major review was not needed at this time. It was suggested that an electronic survey be forwarded to stakeholders asking for their input. Tyler suggested the following: 1) the board needs to take advantage of momentum with particular projects; and 2) an on-site review of bike/ped projects should be conducted by board members. There was unanimous support for these two proposals! Following an analysis of survey data and the on-site review, there will, likely, be minor modifications made to the plan.
9.	<p>Board Members Project Reports</p> <ul style="list-style-type: none"> • Bicycle Friendly City Designation (Carroll/Jones): The League of American Bicyclists [LAB] awarded an ‘Honorable Mention’ to Wichita. This was the City’s first application. • Redbud Trail –Phase I (Bostic): Construction should be completed in July 2015! • Redbud Trail – Phase II (Bostic): Construction should be completed in July/August. • Delano/River Vista Apartments (Barnes): There will now be a 10-foot multiuse path! • Douglas Design District (Amy): The City has received HSIP funds for the improvement of the Douglas and Hydraulic intersection! • First & Second Bikeways: (Carroll): Will open bids on June 19th. • Sycamore: Received KDOT award; City Council approved contract on June 9th. • Multimodal Policy & Street Design Guidance (Delamaide): Amy will track projects. • Market & Topeka Bikeways (Carroll): Will open bids on July 17th. • Armour Bikeway [Crowder]: Some work has been completed on arterial street crossings; remainder of project will be bid in July/August. • Schweiter Bikeway [Crowder]: This project is complete; a ribbon cutting ceremony will be held on June 17th at 5:30 pm at Schweiter Park! • Woodchuck: Plans to open bids in August. • Chisholm Creek Park Multiuse Path: Construction will occur later this summer. • East Kellogg Expansion Project: Tom Lasater will track this project. • WAMPO/TAC Meeting: Jack Brown routinely attends this meeting.

10.		<p>Announcements: Jerry Jones, Vice Chairperson, asked for comments from the board.</p> <ul style="list-style-type: none"> • Paving of Dirt Streets? George Theoharis asked if there was any report for a request for street paving from the previous meeting?[there was no report] • Adopt-A-Trail: Tom Lasater suggested that citizens be encouraged to ‘adopt’ segments of multiuse paths across the city. • Bike Valet at the River Festival: Barry Carroll reported that Bike Walk Wichita volunteers parked 444 bicycles throughout the festival! • Board Terms of Appointees: Scott Wadle reported that the following board members terms will expire in June 2015: 1) James Crowder; 2) George Theoharis; 3) Melany Barnes; and 4) Jerry Jones. Scott noted that these members can ask to be reappointed if so desired. Jerry Jones thanked these members for their good service! • Ritchie Developers & the Redbud Trail: Jerry Jones reported that a recent business publication, that listed \$800K homes, touted the advantages of living close to the Redbud Trail! It appears that the trail is now viewed as a positive [no longer a negative]!
11.		<p>Closing Thoughts:</p> <ul style="list-style-type: none"> • Podium Finish at the Recent ‘Dirty Kansas’ [200-mile gravel ride] Tom Lasater reported that Jerry Jones finished 73 of 425 finishers which was good enough for a 2nd place finish in his age group! Jerry reported that the ride took 15:25 to complete! • Development of ‘Talking Points:’ It was suggested that bike/ped ‘talking points’ be developed so that members can be more confident with their remarks at public meetings. • Roles & Responsibilities of Board Members: Board members who attend public meetings should <u>not</u> identify themselves as WBPAB members, but as citizens, when providing public comments. Board members cannot ‘speak’ for the entire board unless there has been an official action taken on a particular topic. It is acceptable to speak as private citizens, however, at public meetings.

The next regularly scheduled meeting will be held on Monday, July 13, 2015.

There be no further business, the meeting was adjourned at **7:37 pm.**

Respectfully submitted,



Barry Carroll,
WBPAB Secretary
6/8/15



WBPAB Members:

Jack Brown, Chair
Jerry Jones, Vice
Chair
Barry Carroll,
Secretary
Maxine Bostic
Jane Byrnes
James Crowder
Thomas Lasater
Tyler Stuzman
George Theoharis

The Wichita Bicycle and Pedestrian Board shall advise the Mayor; City Council; City Manager; all departments; all offices of the City; City Boards and committees; and other public agencies that provide services within the City, on matters related to bicycling and/or walking and the impact that their actions may have on the bicycling and/or walking environment.

City of Wichita
Ordinance 490441

July 10, 2015

Dear Mayor, Council members and City Manager:

By a 9-0 vote the board approved the following recommendations for the 2016 general operating budget to address strategies and actions items in the newly adopted **Wichita Master Pedestrian Plan** and one recommendation related to the Bicycle Plan. The board's recommendations are as follows:

Strategy 2 p. 47 Public Works— Improve the Safety of Pedestrians at Marked Crosswalks **Action 2:** Create and request funding for a program to identify and retrofit high priority existing marked crosswalks throughout the city. The program guidance should describe the criteria for selecting high priority existing crosswalks and meet policy standards for design and implementation. (By 2019) **Action 3:** Create and request funding for a program to identify and prioritize future locations for marked crosswalks throughout the city. The program guidance should describe the prioritization criteria and meet the policy standards for design and implementation for both action items for staff time, develop program, run program, take public input, etc.

Strategy 7 p. 52 Lead Department MAPD – Make Maintenance of Pedestrian Infrastructure a Priority, **Action Item 2:** Assist partner organizations (e.g., school district, Safe Kids) to train parent volunteers on how to become involved in promoting Safe Routes to School (SRTS) through the Safe Kids Program. City assistance could include, but not be limited to: providing free or reduced facility rentals; **event promotion**; and staff attendance at kick-off meetings.

Strategy 8 p. 53 Lead Department Parks and Recreation - Plant and Maintain Street Trees **Action 2:** Request additional City and non-City funds for current street tree program to maintain existing street trees and plant new trees. Identify public/private partnerships to fund the street tree and related programs.

Strategy 10 pgs. 55, 56 Lead Department MAPD and Public Works – Monitor and Update the Pedestrian Plan Implementation **Action item 7:** Allocate resources / apply for resources to fill positions in Planning. (0.5 FTE by 2015) and **Action item 8:** Allocate resources / apply for resources to fill positions in Public Works. (0.5 FTE by 2016)

Bike Plan Item Strategy 30 pg. 57 Lead Department MAPD- Establish performance measures to monitor progress. **Action Item 2 :** Develop or update the plan for counting bicyclists on an annual basis using automatic counters. Provide funding for city staff to install, collect and analyze data from the four bicycle traffic counters that are currently in storage.

Jack Brown, Chair WPAB

Wichita Bicycle and Pedestrian Advisory Board

July 13, 2015

TO: Wichita Bicycle and Pedestrian Advisory Board Members

FROM: Wichita-Sedgwick County Metropolitan Area Planning Department

SUBJECT: Updates to the Wichita Bicycle Master Plan

Recommendation: It is recommended that the Wichita Bicycle and Pedestrian Advisory Board (Board) advise staff on any necessary changes to the proposed approach for public outreach for the 1st and 2nd Street Bike Lanes.

Background: On February 5, 2013, the Wichita City Council unanimously endorsed the Wichita Bicycle Master Plan as a guide for future planning and decision making regarding public infrastructure investments, operations, and policies. The Wichita Bicycle Master Plan recommends the development of bicycle lanes on 1st and 2nd Street as part of the Bicycle Network, 10-Year Priority Bicycle Network, and the Top 10 Recommended Priority On-Street and Side Path Bicycle Facilities. The planning process for the Wichita Bicycle Master Plan lasted more than two (2) years, and included more than 50 public meetings and events. More than 4,000 people were engaged in the planning process. The planning process included presentations to multiple neighborhood associations and other organizations; and multiple outreach efforts.

Throughout 2014 and 2015, the City of Wichita worked to develop designs and secure funding for the construction of the 1st and 2nd Street Bike Lanes (see the attached project overview document for more information). The City Council is tentatively scheduled to approve the contract for construction of the 1st and 2nd Street Bike Lanes during the Council's July 7, 2015 meeting.

On June 30, 2015, City staff from Planning, Engineering, and the Communications Team met to discuss and review draft materials for outreach efforts related to the installation of the 1st and 2nd Street Bike Lanes.

Analysis: The approved designs for the 1st and 2nd Street Bike Lanes will remove one travel lane from each street and will install a bike lane / buffered bike lane depending on the roadway width, from I-135 to the Arkansas River. From the Arkansas River to McLean Boulevard the bikeway will be marked with sharrows. From McLean Boulevard to Seneca, the bikeway will consist of bike lanes – installed by reducing the width of the travel lanes.

The City traffic counts show that the traffic volumes are approximately 8,000 motor vehicles for each street (not a combined total), with peak hour traffic volumes for each street just at or below 1,000 cars per hour. A general rule of thumb is that a one lane street with proper intersection designs (turn lanes) can handle up to 1,000 cars per hour during peak hours and have an acceptable rate of traffic flow. City staff and the design consultants are confident the proposed design will be effective.

Although the proposed designs should be effective, the proposed changes may result in confusion about the use of bike lanes, as the existing bike lanes are located east of I-135 and the new bike lanes will be installed between I-135 and downtown. In order to help make people aware of the new bike lanes and their use, the City has created the following materials.

- 1st and 2nd Street Frequently Asked Questions

- Updated Safe Streets Brochure
- Bike Lanes Video Script

Financial Considerations: The City of Wichita does not have any funding allocated for the production or distribution of the educational materials. City staff propose to distribute the materials online, using Channel 7, and to print paper copies as needed.

Legal Considerations: Depending on the Board comments, the draft materials will be provided to the Law Department for review.

Attachments:

- 1st and 2nd Street Frequently Asked Questions
- Updated Safe Streets Brochure
- Bike Lanes Video Script
- 1st and 2nd Street Bike Lanes Project Overview

Frequently Asked Questions – 1st and 2nd Street Bike Lanes Phase II (Seneca to I-135)

6/26/2015

- 1. Why were 1st and 2nd Street chosen for bike lanes?**
 - a. The new bike lanes are being installed to help improve transportation options in Wichita. The Wichita Bicycle Master Plan and Project Downtown Plan both recommend 1st and 2nd Street as corridors for bicycling.
 - b. The new bike lanes will connect to the existing 1st and 2nd Street Bike Lanes at I-135, creating a cross-town route from Seneca to Edgemoor.
 - c. The new bike lanes will also connect to the existing Arkansas River Paths, I-135 Path, and Schweiter Bikeway.
- 2. How did the City inform people about this proposed change to 1st and 2nd Street?**
 - a. The Project Downtown Plan planning process started in 2008 and the final plan was adopted by the City Council in 2010. Throughout the process, members of the public were invited and encouraged to participate through TV, newspaper, and flyer information. Hundreds of people attended the open house events, workshops, and meetings. The adopted plan recommends the 1st and 2nd Street corridors for bicycling.
 - b. The Wichita Bicycle Master Plan recommends the installation of bike lanes on 1st and 2nd Streets. The plan was developed through a two-year long process with more than 4,000 participants. The Plan was endorsed by the City Council in 2013. Members of the public were invited and encouraged to participate through social media, newspaper, flyers, and radio information.
 - c. During the design process, City staff hand delivered invitations to an open house event to all adjacent property owners. The proposed designs were also reviewed at two City district advisory board meetings and approved by the Wichita City Council.
- 3. Will this change lead to congestion on 1st and 2nd Streets?**
 - a. Traffic engineers have looked at the traffic counts and modeled the changes. Based on this information, City staff found that the new configuration would continue to flow well and observations of existing conditions support this.

4. Will this change effect on-street parking?

- a. The new configuration will result in ### new 24-hour on-street parking spaces, by removing the time restrictions. It will also remove approximately ## on-street parking spaces on the south side of the street between Washington and I-135. No other changes in parking are planned.

Commented [WS1]: Need to check with Paul

Commented [WS2]: Need to check with Paul

5. Will the 1st and 2nd Street Bike Lanes be used?

- a. The current configuration of 1st and 2nd Streets isn't very comfortable for people bicycling. However, traffic counts taken along the streets show that people are using the streets as a bicycle route. In addition, through the Bicycle Master Plan process – the 1st and 2nd Street Bike Lanes were identified as one of the top 10 Top Priority On-Street Bicycle Facilities.

6. What is the City doing to educate people about how to drive and bicycle?

- a. The City currently has the following resources.
 - i. Street Safety videos (link below)
 - 1. <http://www.wichita.gov/LivePlay/Bicycle/Pages/Laws.aspx>
 - 2. Search Youtube for Wichita Street Safety
 - ii. Bicycle facility definitions (link below)
 - 1. <http://www.wichita.gov/LivePlay/Bicycle/Pages/Facilities.aspx>
 - iii. Street safety brochure (link below)
 - 1. http://www.wichita.gov/LivePlay/Bicycle/BicycleDocuments/Safety%20brochure-Motorists_Bicyclists%20%2009-14.pdf
- b. The City is also working on a Street Safety Education Initiative (link below). The project will develop a strategy for safety outreach efforts, a training module for City staff, and provide opportunities for interested individuals to become certified to teach bicycling classes.
 - i. <http://www.wichita.gov/Government/Departments/Planning/Pages/Wichita-Street-Safety-Initiative.aspx>

7. How can people learn more about this and other bicycling related projects?

- a. You can learn more about this and other bicycling related projects by visiting the City web page www.wichita.gov/bicycle
- b. The projects webpage includes an overview of this project and others.
 - i. <http://www.wichita.gov/LivePlay/Bicycle/Pages/Projects.aspx>

6/30/2015

Contents

- For People Driving..... 1
 - The Door Zone..... 1
 - Three-Foot Law 1
 - Bike Lanes 2
 - Shared Lane Markings..... 2
- For People Bicycling 2
 - Be visible 2
 - Always ride with traffic 3
- People Bicycling and Driving..... 3
 - Bicyclists/Motorists yield to pedestrians..... 3
 - Call 911..... 3

For People Driving

The Door Zone

When opening your car door, you are required to make sure that it is safe to do so and that it can be done without interfering with the movement of other traffic, including people bicycling.

K.S.A. Article 15 Ch. 8-1577 Opening and Closing Vehicle Doors

No Person shall open the door of a motor vehicle on the side available to moving traffic unless and until it is reasonably safe to do so, and can be done without interfering with the movement of other traffic, nor shall any person leave a door open on the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

Three-Foot Law

People driving are required by law to pass people bicycling with a clearance of at least 3-feet.

K.S.A. Article 15 Ch. 8-1516(c)(1) Three-foot Law

The driver of a vehicle overtaking a bicycle proceeding in the same direction shall pass to the left thereof at a distance of not less than three feet and shall not again drive to the right side of the roadway until safely clear of the overtaken bicycle.

Bike Lanes

People are not allowed to drive and/or park motor vehicles in the bike lanes, except when accessing a driveway or parking space. Bike lanes are an official traffic control device, per the U.S. Department of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD). The solid pavement line and bike lane symbol (bicycle with single arrow), indicate that the portion of the roadway has been designated for preferential or exclusive use of people bicycling.

K.S.A. Article 15 Ch. 8-1507(a) Obey traffic control devices

The driver of any vehicle shall obey the instructions of any traffic-control device applicable thereto, placed in accordance with the provisions of this act, unless otherwise directed by a police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this act.

Shared Lane Markings

Shared lane markings (sharrows) are pavement marking symbols that indicate an appropriate bicycle positioning in a shared travel lane. They are carefully placed to guide bicyclists to the best place to ride on the road, avoid car doors and remind drivers to share the road with cyclists. Unlike bicycle lanes, sharrows do not designate a particular part of the street for the exclusive use of bicyclists. They are simply a marking to guide bicyclists to the best place to ride and help communicate to motorists that they should expect bicyclists on the roadway.

For People Bicycling

When riding a bicycle on a roadway, a bicyclist has the same rights and responsibilities as a motorist. This includes obeying traffic signals and stop signs. Bicyclists must know and obey all traffic laws and are subject to the same fines as motorists.

K.S.A. Article 15 Ch. 8-1587 Traffic Laws for Motorists Also Apply to Bicyclists

Traffic laws apply to persons riding bicycles. Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle.

Be visible

Every bicycle, when ridden at nighttime, must be equipped with a lamp on the front, visible for at least 500 feet, and a red reflector on the rear. A red light visible from a distance of 500 feet to the rear may be used in addition to a red reflector.

K.S.A. Article 15 Ch. 8-1592 Lamps, Brakes and Other Equipment

on Bicycles-(a) Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred (500) feet to the front and with a red reflector on the rear of a type approved by the secretary of transportation which shall be visible from all distances from one hundred (100) feet to six hundred (600) feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred (500) feet to the rear may be used in addition to the red reflector.

Always ride with traffic

It is both illegal and dangerous to ride against traffic. Ride on the right-hand side of the road with the flow of traffic. If the travel lane is too narrow to accommodate a motor vehicle and person bicycling, then ride your bicycle in the center of the lane. This is the safest place since motorists are required by law to pass bicyclists by a distance of at least 3 feet.

People Bicycling and Driving

Bicyclists/Motorists yield to pedestrians

The law requires that bicycle riders and motorists yield to pedestrians.

K.S.A. Article 15 Ch. 8-1509 Yield to pedestrians

Pedestrian control signals.-Whenever special pedestrian-control signals exhibiting the words “walk” or “don’t walk” or symbols of “walking person” or “upraised palm” are in place, such signals shall indicate as follows: (a) Flashing or steady walk or walking person. Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

Call 911

No matter how careful we are to follow traffic laws and ride defensively, we can’t control others’ driving habits; accidents may happen. In the event you are involved in an accident call the police. If a police report is filed based on information gathered at the scene, the story can’t change later on if you need to submit an insurance claim.

Wichita Bike Lanes

6/26/2015

Help share the road and be courteous on Wichita streets. The Wichita is working to make getting around the city on a bicycle easier, safer, and more convenient. One way is through the use of bike lanes.

- Bike lanes providing a separate space for bicycling and can have benefits for everyone.
 - They...help promote more orderly flow of traffic by providing a separate lane for slower moving traffic
 - They... help drivers know where to expect people bicycling
 - They... Encourage bicycling for transportation
 - They... Serve as a reminder that people bicycling are legally allowed road users
 - AND they... help calm traffic

- The types of bike lanes the City is designing are based on the recommendations in the Bicycle Master Plan, roadway width, traffic volume and various safety features. You will find a few different types of bike lanes on Wichita streets, so be sure to check out the lines. Here's a quick overview.

- Solid lines mean that drivers should not cross into the bike lane, except to park or pull into a driveway.

- A dashed line means that cars can cross it for turning. If you're behind the wheel be sure to look out for people bicycling and give them the right of way.

- Keeping an eye out for people bicycling is important, that's why you'll find some bike lanes with green markings. The extra color helps the lanes to stick out and lets drivers know that they need to look out for people bicycling, including those approaching from behind.

- So who has the right of way when a car or truck needs to cross the bike lane? People on bikes do. So if you're in a car, be sure to look before turning.

- State law requires drivers to provide 3-feet between the vehicle and people bicycling. In some cases, it helps to have a little more room. On wider streets some bike lanes have a buffer area. The buffered bike lanes provide a little extra space for bicycling. Remember, people should not ride or drive in the buffer area.

- Be especially careful when opening your car door. You are required by state law to make sure that it is safe and that you will not interfere with traffic, including people bicycling on the street.

- Also – a quick reminder, people are allowed by law to bicycle on all City streets. They have the same rights and responsibilities as people driving.

Let's all do our part to be courteous on Wichita streets.

Resources:

<https://www.youtube.com/watch?v=eeDDYfUP4BU>

<https://www.youtube.com/watch?v=q9DciyXiRug>

1st and 2nd Street Bicycle Lanes – Phase II Overview

07/6/2015

Contents

Project Goals.....	1
Project Description	1
Transportation Improvements	1
Background.....	2

Project Goals

- Increase the safety of all street users
- Provide an east-west bikeway connection to existing bicycle facilities and through downtown Wichita
- Improve major roadway crossings for people bicycling
- Add increase the buffer zone for pedestrians
- Implement the Wichita Bicycle Master Plan

Project Description

The 1st and 2nd Street Bicycle Lanes – Phase 2 project includes the design and construction of bike lanes on 1st and 2nd Street from Seneca Street to I-135.

Transportation Improvements

As part of the Wichita Bicycle Master Plan recommended Bicycle Network, the 1st and 2nd Street Bike Lanes Phase II project will provide connections between destination and origins from I-135 to Seneca Avenue, through downtown Wichita (one of the largest job concentrations in the region). Below is a listing of destinations along the project corridors.

Existing Bikeways

- 1st and 2nd Street bike lanes located between I-135 and Edgemoor Street
- Canal Route Path, a shared-use path located under or along I-135
- Arkansas River Path, a shared-use path(s) located along the Arkansas River

- Schweiter Bikeway (installation May 2015)

Recommended / Future Bikeways

- Saint Francis Avenue Shared Lane Markings
- Market Street Bike Lane
- Topeka Avenue Bike Lane
- Hydraulic Avenue Bike Lanes

Trip Origins and Destinations

Employment Centers

The 1st and 2nd Street bike lanes will provide access from residential areas to Downtown Wichita, which contains approximately 41% of the Wichita office market share. Approximately 2,301 places of employment with approximately 35,079 employees are located within 0.5 miles of the 1st Street and 2nd Street bike lanes.

Entertainment and Cultural Destinations

The 1st Street and 2nd Street bike lanes will provide access to many entertainment and cultural destinations.

Residential Neighborhoods/Districts and Schools

The 1st Street and 2nd Street bike lanes will provide access to the College Hill, New Salem, East Front, and Delano neighborhoods., as well as Washington Elementary School (424 N. Pennsylvania Avenue) and Wichita State University Downtown Center (358 N. Main Street)

Wichita Transit Bus Routes

The 1st Street and 2nd Street bike lanes will provide access to East 17th Street, North Waco, Riverside, East 13th St., North Broadway, East Central, and Riverside transit bus routes.

Percentage of a community, region, or state population benefits, access

According to the 2010 Census, 48,112 people reside in the Census block groups within 1.5 miles of the proposed bike lanes on 1st and 2nd Streets between I-135 and McLean Boulevard; and 79,077 people reside in the Census block groups within 1.5 miles of the 1st and 2nd Street bike lanes between McLean Boulevard and Edgemoor Drive. This accounts for 12 percent and 21 percent of the City population respectively.

Background

On **February 5, 2013**, the Wichita City Council unanimously endorsed the Wichita Bicycle Master Plan as a guide for future planning and decision making regarding public infrastructure investments, operations, and policies. The Wichita Bicycle Master Plan recommends the development of bicycle lanes on 1st and 2nd Street as part of the Bicycle Network, 10-Year Priority Bicycle Network, and the Top 10 Recommended Priority On-Street and Side Path Bicycle Facilities. The planning process for the Wichita Bicycle Master Plan lasted more than two (2) years, and included more than 50 public meetings and events. More than 4,000 people were engaged in the planning process. The planning process included presentations to multiple neighborhood associations and other organizations; and multiple outreach

efforts. More information about the Wichita Bicycle Master Plan can be found on the City of Wichita [web page](#).

On **April 16, 2013**, the Wichita City Council approved a memorandum of agreement with the Wichita Health and Wellness Coalition to undertake multiple bicycle and pedestrian related projects. The agreement identified how the \$687,220 of CDC Community Transformation Grant – Small Communities funding from the Health and Wellness Coalition and the \$66,012 of City funding would be utilized. One of the projects included in the agreement was for design work for multiple bicycle facilities, including the bicycle facilities along 1st and 2nd Street.

On **June 4, 2013**, the City of Wichita was awarded federal Transportation Enhancement funding from KDOT for the construction of multiple bicycle facility projects, including \$145,973 for the 1st and 2nd Street bike lanes.

On **August 6, 2013**, the Wichita City Council approved the contracts for the development of designs for multiple bicycle facilities, including a contract with TransSystems for the design of the 1st and 2nd Street Bike Lanes Phase II project.

On **September 17, 2013**, the Wichita City Council approved the revised budget, adopted the amending resolution, and authorized the necessary signatures to authorize the issuance of general obligation bonds for the design and construction of multiple bicycle facility projects, including those on 1st and 2nd Street. The City funding of \$500,000 for bicycle projects was included in the Bike Enhancements line item within the [2011-2020 Adopted Capital Improvement Program](#).

On **July 9, 2014**, the 1st and 2nd Street Bike Lanes – Phase II project designs were presented at an open house for the public held at the Wichita Downtown Development Corporation office (507 E. Douglas, Avenue, Wichita, Kansas 67202). Notices about the open house were hand delivered by City staff members to each of the properties adjacent to the proposed project route. No suggestions for changes to the project were submitted. One adjacent property owner inquired about impacts to their driveway access.

On **August 4, 2014**, the project designs were presented to the District Advisory Board I at their regular meeting. The DAB I recommended that the City Council approve the designs.

On ********, the Wichita City Council approved the project designs.

On **May 19, 2015**, the Wichita City Council approved the revised budgets and adopted an amending resolution for multiple Wichita bikeways projects, including the 1st and 2nd Street Bike Lanes.

On **June 19, 2015**, the City of Wichita opened two bids for the construction of the 1st and 2nd Street Bike Lanes. Both estimates were below the project engineer's estimate.

On **July 7, 2015**, the Wichita City Council approved the contract with Traffic Control Services for the construction of the 1st and 2nd Street Bike Lanes from Seneca to Grove.