



Bicycle and Pedestrian Advisory Board

Monday, June 13, 2016

5:30 – 7 p.m.

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

Meeting Notes

Members Present: Melany Barnes, Maxine Bostic, Jack Brown, Barry Carroll, James Crowder, Russell Fox, Jerry Jones, Tom Lasater, George Theoharis & Tyler Stutzman
Members Absent: None
City Staff: Scott Wadle, MAPD, Troy Houtman & Larry Hoetmer, Parks Department, Joe Hickle, Stormwater Drainage Engineer, Mark Manning, Finance Department
Guests: John Moore, Lonny Wright, Vincent Hancock, Jim Martinson, Hoyt Hillman, Paula Smotherland, Jane Byrnes,

Item	Description
1.	Call to Order: Jack Brown, Chairperson, welcomed City staff and guests.
2.	Approve Previous Meeting Notes: Tom Lasater moved [Tyler Stutzman] to approve the May 9, 2016 meeting notes. Motion carried 10-0.
3.	<p>Public Comments:</p> <ul style="list-style-type: none"> • Prairie Sunset Trail: John Moore, Prairie Travelers, reported on recent work on the 'Prairie Sunset Trail.' According to Mr. Moore, the trail has now been extended eastward to Maize Road. The members thanked Mr. Moore for his work and for the updated information. • Delano Neighborhood Association: Vincent Hancock provided brief updates about the: a) new library; b) proposal for use of green space; c) possible development of the abandoned rail corridor; and d) a proposal for a neighborhood park. Mr. Hancock noted that he was going to make a presentation to DAB I as well. The board thanked Mr. Hancock. • Bicycle Friendly Businesses & Bicycle Parking: Former board member, Jane Byrnes, reported that she would like to 'nominate' a local bike friendly business. Russell Fox noted that he is now the contact person for bike friendly businesses. Jane suggested that parking requirements for businesses should be modified in order to accommodate more bicycle parking. The board thanked Jane for her comments. • Request for Additional Bicycle Parking: Jane Smotherland suggested that additional bicycle parking is needed especially in downtown Wichita. Ms. Smotherland recommended that parking facilities should be located within parking garages. The board thanked Ms. Smotherland for her comments.
4.	City of Wichita Proposed 2016-2025 Capital Improvement Program [CIP]: Mark Manning, Budget Officer, presented updated information on the proposed CIP process. Mr. Manning reported that the total amount of the proposed CIP was projected to be \$7.8M. According to Mr. Manning, the intent is to 1) take care of

what we have; and 2) expand projects when possible. The timeline for finalization of the CIP is late summer/fall 2016. Mr. Manning indicated that the proposed CIP included a Bike Enhancements line item in the Arterials section of the document, which would be used to fund the construction of the following bikeway projects listed below.

Year	Project	Funding
2017	Redbud Path – K-96 to 159 th St	\$1,603,010
2019	South Central & Mt Vernon Bikeways	\$408,724
2021	Prairie Sunset Trail and Bikeway on McCormick to the Ark. River Path	\$1,974,828
2023	Chisholm Trail and Delano Path	\$2,025,000
2025	WSU Bikeway Connections & Hoover Bikeway – Sedgwick County Park to Crystal Prairie Lake	\$1,775,392

Mr. Manning provided a handout of the CIP pages from the Arterials section. Line #20 in the handout was the Bike Enhancement Projects with a total funding of approximately \$7.8M. Jerry Jones noted that line #48 ‘Residential Street Improvements’ that would allocated \$100M over ten years would impact biking as well. In closing, Mr. Manning reiterated that the City Council has not yet approved the proposed CIP. The board members thanked Mr. Manning for his informative presentation.

5. **Wichita Parks, Recreation and Open Space Plan:** Larry Hoetmer, Park Department staff, provided a brief PowerPoint presentation on the Open Space Plan. According to Mr. Hoetmer, the plan was development in 2008 and needed to be updated – ‘piece by piece.’ There are currently 130 parks that encompass over 5,000 acres. Mr. Hoetmer showed a picture of the new park mascot – ‘*Barry the Bison*’ that is very popular with children. Some of the projects Mr. Hoetmer discussed were: 1) new water feature at the Buffalo Park; 2) Watson Park; 3) Pracht Wetlands; 4) Aquatic Master Plan; and 5) Crystal Prairie Lake Park. Mr. Hoetmer always reviewed the Park Departments priority bike/pedestrian pathways. Most of the projects were consistent with the Master Bicycle and Pedestrian Plans. Melany Barnes suggested that a large open space is needed for large hunting dogs and their trainers. Jerry Jones noted that the Park Department and the WBPAB have very similar interests. Jerry Jones suggested that efforts should be made by the Park Department to leverage funds for bike/ped projects as well. Discussion regarding the Park Department’s bike and pedestrian facilities centered on developing a coordinated efforts between the Park Board and the Bicycle and Pedestrian regarding bike and pedestrian facilities. Based on the discussion there was agreement that coordinating efforts would be a beneficial goal. The board members thanked Troy Houtman, Director of Parks, and Larry Hoetmer, Park Department staff, for their informative presentation.

6.	<p>Discussion of Possible Use of the ‘Big Ditch’ for Recreational Uses: Joe Hickle, Stormwater Drainage Engineer, was invited to address the board and respond to questions. Mr. Hickle stated that in order to use the Big Ditch for recreational purposes, a ‘408 Permit’ would have to be granted by the Tulsa, OK Corps of Engineers Regional Office. Jerry Jones noted that an area, approximately 4.5 miles from the Zoo to the proposed Crystal Prairie Lake Park, has been designated for both flood prevention and recreational uses. Joe Hickle suggested that there would be considerable legal and bureaucratic issues to address before the Big Ditch could be used for recreational uses. Jack Brown reported that there are several communities in the State of Kansas that permits recreational uses. In summary, the board thanked Mr. Hickle for his comments and suggested that additional research will be needed.</p>
7.	<p>Wichita Bicycle Master Plan-2016 Annual Implementation Work Plan: Scott Wadle, MAPD staff, provided handouts that outlined the proposed work plan for 2016. Following a brief question and answer session, Tom Lasater moved [Jerry Jones] to endorse the Wichita Bicycle Master Plan-2016 Annual Implementation Work Plan. Motion carried 10-0.</p>
8.	<p>Wichita Pedestrian Master Plan-2016 Annual Implementation Work Plan: Scott Wadle, MAPD staff, provided handouts that outlined the proposed work plan for 2016. Following a brief question and answer session, Tom Lasater moved [Russell Fox] to endorse the Wichita Pedestrian Master Plan-2016 Annual Implementation Work Plan. Motion carried 10-0.</p>
9.	<p>Bicycle Wayfinding System Plan: By consensus, this item was tabled until the July 2016 meeting.</p>
10.	<p>Announcements:</p> <ul style="list-style-type: none"> • Project Tracking: A form with projects and member assignments will be forwarded prior to the next meeting. • WAMPO Projects: Jack Brown reported that a subcommittee had recommended the following projects: 1) Redbud Trail; 2) Bike Lanes on Mt. Vernon Street; and 3) Bike Lanes on 17th Street. The policy board will make the final decision, Jack noted. • Bike Valet at Riverfest: Barry Carroll reported that volunteers from Bike Walk Wichita parked 629 bicycles, two Sequa’s and several skate boards!
11.	<p>Closing Thoughts:</p> <ul style="list-style-type: none"> • Board Vacancies: Barry Carroll noted that several members’ board terms will expire in June 2016. Barry suggested that members asked to be reappointed ASAP. • Legal Concerns: George Theoharis expressed concerns about cyclists riding under the influence of alcohol. George suggested that the City should review the legal ordinance/s pertaining to this matter.

The next regularly scheduled meeting will be held on Monday, **July 11th**, 2016.

There being no further business, the meeting was adjourned at **7:46 pm**.

Respectfully submitted,

☺

Barry Carroll,

WBPAB Secretary

City of Wichita Bicycle and Pedestrian Advisory Board



June 13, 2016

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Agenda



1. Call to Order
2. Approve Meeting Notes
3. Public Comments
4. Wichita Proposed 2016-2025 CIP
5. Wichita PROS Plan
6. Big Ditch – Bicycling and Walking
7. Bike Plan 2016 Work Plan
8. Ped Plan 2016 Work Plan
9. Wichita Bicycle Wayfinding System Plan
10. Board Member Reports
11. Announcements
12. Closing Thoughts

Parks, Recreation and Open Space Plan

Park & Recreation

June 13, 2016



Planning Process

2

- The PROS Plan improves physical connections by expanding the linear park and trail system, providing connections within Wichita and to the broader region.
- The Plan calls for improved coordination between parks and recreation and the transit system, and builds on planning efforts such as the WAMPO Pathways Plan.

PROS Revised

3

- The revised PROS plan emphasizes the importance of parks and open space as well as the scope of available recreation and leisure opportunities.



Goals

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- Goal 1: Provide safe and accessible parks, open spaces, recreation facilities and programs that help create healthy residents and a healthy community.
- Goal 2: Preserve and enhance our unique natural and cultural resources.
- Goal 3: Provide facilities that focus on user needs and desires, offer amenities that are appealing to the site specific community, and the facilities have participant safety as the top priority.
- Goal 4. Provide Community based education and leisure programs that are oriented for all ages, abilities and are not cost prohibitive.
- Goal 5: Preserve resources through sound management and best practices to create a legacy for future generations.

Goals

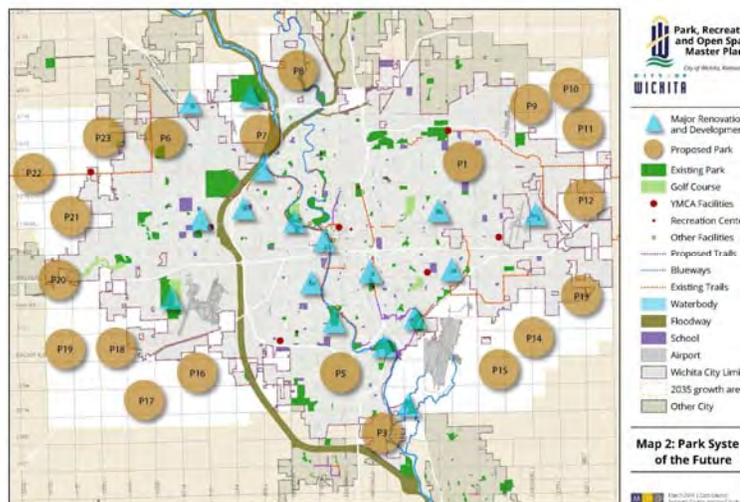
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- Goal 6: Provide trails that connect community destinations, support alternatives to automobile transportation, and encourage active transportation.
- Goal 7: Support life-long human development by providing recreation and learning opportunities.
- Goal 8: Foster community ownership, encourage community participation, and promote volunteerism.
- Goal 9: Build partnerships and sponsorships in order to leverage resources and work cooperatively toward our vision.
- Goal 10: Provide golf facilities that are accessible and meet the needs of all generations, promoting active, healthy residents throughout the community.

Future Growth

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Future
Expansion



City Pathway Connections

Priority 1. Delano Neighborhood Pathway. The 0.6 mile pathway extends east and west through the former railroad corridor located just half a block north of the Delano Business District along Douglas Street.

Priority 2. K-96 Pathway to Harry Street Pathway Connection. The 3.0 mile section of pathway starts at the current south terminus of the K-96 Bike Path and travels south along 127th to Harry Street, where it tracks west to connect to the existing off-street multi-use pathway on the south side of Harry Street.

Priority 3. Arkansas to Haysville Pathway Connection. The proposed 5.5 mile corridor connects the City of Wichita and City of Haysville pathways systems.



City Pathway Connections

Priority 4. South Central Neighborhood Pathway. The 2.78 mile pathway would occupy the east bank of the Arkansas River and connect the Arkansas River Corridor to multiple existing pathways.

Priority 5. Redbud Trail Segment. - Existing trail to K-96. This 3.0 mile pathway would follow the former Burlington Northern Santa Fe Railway (BNSF) 17th Street railroad corridor and connect the segment from Woodlawn to K-96.



City Pathway Connections

Priority 6. Redbud Trail Segment - K-96 to county line.
This 1.5 mile pathway alignment would follow the former Burlington Northern Santa Fe Railway (BNSF) 17th Street railroad corridor and connect the segment from K-96 to the Butler County line.

Priority 7. Prairie Sunset Trail Connection to Goddard.
This 7.5 mile pathway along an abandoned rail-banked corridor would connect the exiting trail improvements just east of Goddard at 167th Street W. with the trail terminus at the Arkansas River.

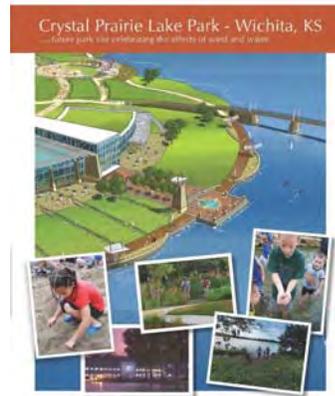


Existing Park Expansion

- **Buffalo Park** – currently under construction with an interactive water feature
- **McAdams Park** – new baseball field constructed in cooperation with League 42
- **Watson Park** – plans to enhance amenities to create regional attraction
- **Pracht Wetlands** – recently acquired and is in the Request for Proposal (RFP) process

Future Park Development

- **Crystal Prairie Lake Park** –is being dredged to create lake features for swimming, fishing, boating and other water recreation activities to create regional attraction



Parks, Recreation and Open Space Plan

Park & Recreation





PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING							
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020
	FUNDING	DISTRICT					
1	9th, I-135-Hillside	1	600,000	-	3,500,000	-	-
2	13th, 119th-135th	5	-	-	-	4,000,000	-
3	13th, McLean-Zoo Blvd	6	-	-	-	-	-
4	17th, Hillside-Oliver	1	-	1,350,000	-	-	-
5	17th, I-135-Broadway	1,6	-	-	-	300,000	-
6	2nd, St Francis-Washington	6	-	750,000	1,250,000	-	-
7	2nd, Main-St Francis	6	-	-	-	-	-
8	29th & Arkansas Intersection	6	-	-	-	200,000	250,000
9	37th, Hydraulic-Hillside	1	-	-	-	-	-
10	37th, Oliver-Woodlawn	F,O	2,843,868	1,656,132	-	-	-
11	45th & Hillside Intersection	F	-	2,918,353	2,081,647	-	-
12	119th, 21st-29th	5	-	-	-	-	-
13	127th, 13th-21st	F	-	4,543,412	1,156,588	-	-
14	135th, Central-13th	5	-	-	-	-	-
15	143rd, Harry-Pawnee	2	-	-	-	-	-
16	143rd, Kellogg-Central	F	-	5,400,000	-	-	-
17	143rd, Kellogg-Harry	2	-	-	-	-	-
18	151st, Kellogg-Maple	4	-	-	-	-	-
19	Arterial SW/WCR Ramps	All	900,000	450,000	450,000	450,000	450,000
20	Bike Enhancement Projects	F	-	1,603,010	-	408,724	-
21	Commerce, Waterman-Kellogg	1	-	-	-	-	-
22	Comprehensive Way Finding	TIF	1,4,6	-	-	-	200,000
23	Douglas/Hydraulic Intersect	F	1,641,000	-	-	-	-
24	Douglas, Main-Washington	1,6	1,500,000	2,100,000	-	-	-
25	Douglas, Washington-Grove	SA	1	-	-	-	-
26	Downtown Streetscaping	1,6	-	-	-	-	-
27	Greenwich, Pawnee-Harry	F	2	150,000	100,000	4,925,000	-
28	Harry, 127th-143rd	2	-	-	-	-	-
29	Hillside, 37th-45th	1	-	-	-	-	-
30	Intelligent Transportation Sys.	All	1,000,000	500,000	500,000	500,000	500,000
31	Maize, 31st-MacArthur	4	-	-	-	-	-
32	Maize, 31st-Pawnee	4	-	-	-	-	-
33	Maple, 135th-151st	5	-	-	-	-	-
34	Maple, 151st-167th	5	-	-	-	-	-
35	Maple, McLean-Exposition	4	-	-	-	-	-
36	Mosley & RI, 3rd-Central	SA	6	-	-	-	-
37	Mt Vernon & Hillside Inter.	3	-	-	400,000	1,250,000	-
38	Mt Vernon, Broadway-SE Bd	3	-	-	-	300,000	4,000,000
39	Neighborhood Improvemen	SA	All	15,200,000	15,200,000	30,200,000	30,200,000



PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING

PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 9th, I-135-Hillside	-	-	-	-	-	4,100,000
2 13th, 119th-135th	-	-	-	-	-	4,000,000
3 13th, McLean-Zoo Blvd	-	300,000	200,000	4,500,000	-	5,000,000
4 17th, Hillside-Oliver	-	-	-	-	-	1,350,000
5 17th, I-135-Broadway	4,500,000	-	-	-	-	4,800,000
6 2nd, St Francis-Washington	-	-	-	-	-	2,000,000
7 2nd, Main-St Francis	-	3,500,000	-	-	-	3,500,000
8 29th & Arkansas Intersection	1,250,000	-	-	-	-	1,700,000
9 37th, Hydraulic-Hillside	-	-	-	1,050,000	3,400,000	4,450,000
10 37th, Oliver-Woodlawn	-	-	-	-	-	4,500,000
11 45th & Hillside Intersection	-	-	-	-	-	5,000,000
12 119th, 21st-29th	-	-	450,000	3,500,000	-	3,950,000
13 127th, 13th-21st	-	-	-	-	-	5,700,000
14 135th, Central-13th	-	-	350,000	200,000	4,500,000	5,050,000
15 143rd, Harry-Pawnee	-	-	150,000	150,000	4,500,000	4,800,000
16 143rd, Kellogg-Central	-	-	-	-	-	5,400,000
17 143rd, Kellogg-Harry	-	250,000	250,000	4,500,000	-	5,000,000
18 151st, Kellogg-Maple	-	-	300,000	200,000	4,500,000	5,000,000
19 Arterial SW/WCR Ramps	450,000	450,000	450,000	450,000	450,000	4,950,000
20 Bike Enhancement Projects	1,974,828	-	2,025,000	-	1,775,392	7,786,954
21 Commerce, Waterman-Kellogg	-	2,400,000	-	-	-	2,400,000
22 Comprehensive Way Finding	1,550,000	-	-	-	-	1,750,000
23 Douglas/Hydraulic intersection	-	-	-	-	-	1,641,000
24 Douglas, Main-Washington	2,500,000	2,550,000	900,000	-	-	9,550,000
25 Douglas, Washington-Grove	-	-	250,000	5,000,000	5,500,000	10,750,000
26 Downtown Streetscaping	-	-	3,500,000	4,000,000	-	7,500,000
27 Greenwich, Pawnee-Harry	-	-	-	-	-	5,175,000
28 Harry, 127th-143rd	250,000	250,000	4,000,000	-	-	4,500,000
29 Hillside, 37th-45th	-	-	250,000	250,000	4,500,000	5,000,000
30 Intelligent Transportation Sy.	500,000	500,000	500,000	500,000	500,000	5,500,000
31 Maize, 31st-MacArthur	-	250,000	250,000	150,000	4,500,000	5,150,000
32 Maize, 31st-Pawnee	-	-	-	250,000	250,000	500,000
33 Maple, 135th-151st	-	250,000	250,000	4,000,000	-	4,500,000
34 Maple, 151st-167th	-	-	250,000	150,000	4,500,000	4,900,000
35 Maple, McLean-Exposition	-	-	2,000,000	-	-	2,000,000
36 Mosley & Rl, 3rd-Central	-	1,500,000	-	-	-	1,500,000
37 Mt Vernon & Hillside Inter.	-	-	-	-	-	1,650,000
38 Mt Vernon, Broadway-SE Bd	-	-	-	-	-	4,300,000
39 Neighborhood Improvement	30,200,000	30,200,000	30,200,000	30,200,000	30,200,000	272,000,000



PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING							
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020
	FUNDING	DISTRICT					
40 Old Town Improvements		6	750,000	-	-	-	-
41 Oliver & 21st Intersection		1	4,100,000	-	-	-	-
42 Oliver, 17th-21st		1	-	2,000,000	2,100,000	-	-
43 Pawnee, Greenwich-127th		2	-	-	-	-	-
44 Pawnee, Hydraulic-Grove	F	3	6,000,000	-	-	-	-
45 Pawnee, Webb-Greenwich		2	-	-	350,000	150,000	4,500,000
46 Pawnee, 119th-135th		4	-	-	-	-	-
47 Rail Crossing Improvements	O	All	300,000	300,000	300,000	300,000	300,000
48 Residential Street Impr		All	4,000,000	4,000,000	4,000,000	6,000,000	7,000,000
49 KLINK Street Rehabilitation	S	All	700,000	700,000	700,000	700,000	700,000
50 St Francks Waterman-Kellogg		1	-	-	-	-	-
51 Traffic Signalization		All	525,000	525,000	525,000	525,000	525,000
52 Tyler, Maple-Central		5	900,000	-	-	-	-
53 Union Station Improvements		1	350,000	-	-	-	-
54 West, Kellogg-Pawnee		4	-	-	-	400,000	500,000
55 West, 47th-MacArthur		4	-	-	400,000	250,000	150,000
56 West, I-235-MacArthur		4	-	-	150,000	150,000	3,000,000
Total Expenditures			41,459,868	44,095,907	52,988,235	46,083,724	52,275,000
FUNDING SOURCES			2016	2017	2018	2019	2020
GO-at large Funding			10,570,604	9,468,010	6,207,655	133,724	4,275,000
Local Sales Tax (LST)			10,000,000	10,000,000	10,000,000	10,000,000	12,000,000
Special Assessments			15,000,000	15,000,000	30,000,000	30,500,000	30,000,000
Sedgwick County			-	-	532,655	-	-
TIF Funds			-	-	-	100,000	650,000
State of Kansas			200,000	200,000	200,000	200,000	200,000
Federal Funds			5,539,264	8,505,292	5,897,925	5,000,000	5,000,000
Other Funds			150,000	922,605	150,000	150,000	150,000
Total Funding			41,459,868	44,095,907	52,988,235	46,083,724	52,275,000
DESCRIPTION OF NON-GO FUNDING			2016	2017	2018	2019	2020
10	37th, Oliver-Woodlawn	F	2,071,264	883,527	-	-	-
10	37th, Oliver-Woodlawn	O	-	772,605	-	-	-
11	45th & Hillside Intersection	F	-	1,718,353	881,647	-	-
13	127th, 13th-21st	F	-	2,303,412	1,156,588	-	-
15	143rd, Harry-Pawnee	SG	-	-	-	-	-
16	143rd, Kellogg-Central	F	-	3,600,000	-	-	-
20	Bike Enhancement Projects	F	-	-	-	-	-
22	Comprehensive Way Finding	TIF	-	-	-	100,000	650,000
23	Douglas & Hydralulic Inter.	F	400,000	-	-	-	-
25	Douglas, Washington-Grove	SA	-	-	-	-	-
27	Greenwich, Pawnee-Harry	F	-	-	3,859,690	-	-
27	Greenwich, Pawnee-Harry	SG	-	-	532,655	-	-
36	Mosley & RI, 3rd-Central	SA	-	-	-	500,000	-
39	Neighborhood Improvement	SA	15,000,000	15,000,000	30,000,000	30,000,000	30,000,000
44	Pawnee, Hydraulic-Grove	F	3,068,000	-	-	-	-
47	Rail Crossing Improvements	O	150,000	150,000	150,000	150,000	150,000
49	KLINK Street Rehabilitation	S	200,000	200,000	200,000	200,000	200,000
	Arterial Projects TBA	LST	10,000,000	10,000,000	10,000,000	10,000,000	12,000,000
	Arterial Projects TBA	F	-	-	-	5,000,000	5,000,000



PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING						
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
40 Old Town Improvements	-	-	-	-	-	750,000
41 Oliver & 21st Intersection	-	-	-	-	-	4,100,000
42 Oliver, 17th-21st	-	-	-	-	-	4,100,000
43 Pawnee, Greenwich-127th	-	-	-	250,000	250,000	500,000
44 Pawnee, Hydraulic-Grove	-	-	-	-	-	6,000,000
45 Pawnee, Webb-Greenwich	-	-	-	-	-	5,000,000
46 Pawnee, 119th-135th	-	-	400,000	300,000	4,500,000	5,200,000
47 Rail Crossing Improvements	300,000	300,000	300,000	300,000	300,000	3,000,000
48 Residential Street Impr	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	60,000,000
49 KLINK Street Rehabilitation	700,000	700,000	700,000	700,000	700,000	7,000,000
50 St Francis Waterman-Kellogg	-	2,700,000	-	-	-	2,700,000
51 Traffic Signalization	525,000	525,000	525,000	525,000	525,000	5,250,000
52 Tyler, Maple-Central	-	-	-	-	-	900,000
53 Union Station Improvements	-	-	-	-	-	350,000
54 West, Kellogg-Pawnee	4,500,000	4,500,000	-	-	-	9,900,000
55 West, 47th-MacArthur	4,000,000	-	-	-	-	4,800,000
56 West, I-235-MacArthur	-	-	-	-	-	3,300,000
Total Expenditures	60,199,828	58,125,000	55,450,000	68,125,000	82,350,392	561,152,954
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
GO-at large Funding	9,374,828	10,775,000	7,200,000	20,775,000	31,600,392	110,380,213
Local Sales Tax (LST)	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	112,000,000
Special Assessments	32,575,000	30,000,000	30,000,000	30,000,000	30,000,000	273,075,000
Sedgwick County	-	-	-	-	2,500,000	3,032,655
TIF Funds	-	-	-	-	-	750,000
State of Kansas	200,000	200,000	200,000	200,000	200,000	2,000,000
Federal Funds	5,900,000	5,000,000	5,900,000	5,000,000	5,900,000	57,642,481
Other Funds	150,000	150,000	150,000	150,000	150,000	2,272,605
Total Funding	60,199,828	58,125,000	55,450,000	68,125,000	82,350,392	561,152,954
	2021	2022	2023	2024	2025	TOTAL
10 37th, Oliver-Woodlawn	-	-	-	-	-	2,954,791
10 37th, Oliver-Woodlawn	-	-	-	-	-	772,605
11 45th & Hillside Intersection	-	-	-	-	-	2,600,000
13 127th, 13th-21st	-	-	-	-	-	3,460,000
15 143rd, Harry-Pawnee	-	-	-	-	2,500,000	2,500,000
16 143rd, Kellogg-Central	-	-	-	-	-	3,600,000
20 Bike Enhancement Projects	900,000	-	900,000	-	900,000	2,700,000
22 Comprehensive Way Finding	-	-	-	-	-	750,000
23 Douglas & Hydralulic Inter.	-	-	-	-	-	400,000
25 Douglas, Washington-Grove	2,575,000	-	-	-	-	2,575,000
27 Greenwich, Pawnee-Harry	-	-	-	-	-	3,859,690
27 Greenwich, Pawnee-Harry	-	-	-	-	-	532,655
36 Mosley & Rl, 3rd-Central	-	-	-	-	-	500,000
39 Neighborhood Improvement	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	270,000,000
44 Pawnee, Hydraulic-Grove	-	-	-	-	-	3,068,000
47 Rail Crossing Improvements	150,000	150,000	150,000	150,000	150,000	1,500,000
49 KLINK Street Rehabilitation	200,000	200,000	200,000	200,000	200,000	2,000,000
Arterial Projects TBA	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	112,000,000
Arterial Projects TBA	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	35,000,000

Wichita Pedestrian Master Plan

2016 Annual Implementation Work Plan

DRAFT: June 13, 2016

Wichita residents expressed a desire for improvements to improve conditions for walking in Wichita, shown through multiple meetings, surveys, and plans. In 2013 and 2014, the Wichita stakeholders developed the Wichita Pedestrian Master Plan (Plan) as a guide for how our City can improve conditions for walking. This civic plan was endorsed by the City Council on November 4, 2014. 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 2016, approved by the Wichita Bicycle and Pedestrian Advisory Board at their March 9, 2015 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).

Commented [WS1]: Update date

2016 Implementation Action Goals

Target	City Lead Department	Plan Strategy
Wichita Bicycling and Walking Newsletter	Planning	10
Submit KHF grant application – bicycling and walking design edu.	Planning	10
Crate the 2016 Pled Plan Work Plan	Planning	10
Publish the 2015 Ped Plan Annual Report	Planning	10
Create walking website	Planning	16
Install 1,650 street trees	Park	8
Install 2 miles of arterial sidewalks	Public Works	4
Submit a City CIP funding proposal to fund the creation of school walking route plans	Planning	6
Submit a City CIP funding proposal to fund the creation of senior walking route plans	Planning	5
Submit a City CIP funding proposal to fund crossing improvements	Planning	3
Submit a City CIP funding proposal to fund school walking route improvements	Planning	6
Submit a City CIP funding proposal to fund senior walking route improvements	Planning	5
Improve 2 roadway intersections for pedestrians	Public Works	3
Support 1 National Walk to School Day event	Police	9
Issue a report identifying the top 10 intersections – with the most crashes involving pedestrians and/or	Police	16

the intersections with the highest rate of crashes involving pedestrians.		
Research crash reports	Planning/Police	16
Apply/seek funding to upgrade transit stops to meet design guidelines	Transit	13
Assist four (4) schools with walking route improvements or plans	Public Works	6
Street trees in capital projects 2 miles	Public Works	8
Apply for funding to host an open streets event	Park	14

ATTEST:

 Jack Brown, Wichita Bicycle and Pedestrian Advisory Board Chairperson

 Date

DRAFT

Wichita Bicycle Master Plan

2016 Annual Implementation Work Plan

DRAFT: 6/13/16

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 2016, approved by the Wichita Bicycle and Pedestrian Advisory Board at their April 13, 2015 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).

Commented [WS1]: Update

2016 Implementation Action Goals

Action Targets	City Lead Department	Plan Strategy
Present Draft Wichita Bicycle Wayfinding System Plan to City Council for endorsement	Planning	2
Develop Wichita Bicycle Master Plan Annual Implementation Work Plan	Planning	29
Apply for League of American Bicyclists Bicycle Friendly Community designation	Planning	16
Publish Wichita Bicycle Master Plan Annual Progress Report	Planning	30
Write and distribute Wichita Bicycling and Walking Email Newsletters	Planning	11
Update bicycling website as needed	Planning	11
Write bikeway projects before and after comparison	Planning	1
Apply for Wichita Community Foundation grant funding for a bicycling related project	Park	2
Submit Kansas Health Foundation grant application for a bicycle related project	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
Submit a request for CIP funding to undertake spot fixes and improvements	Planning	1, 7
Apply for KDOT safety funding for bicycle safety	Planning	12
Install 9 bicycle racks	Park	5

Host 1 community bicycle event	Park	15
Offer 2 courses taught by League Certified Instructors through the Park Department website and/or catalog	Park	11
Staff a table/display with information about bicycling in Wichita at one (1) relevant community events	Park	10
Utilize the Park Department's Facebook page to promote City sponsored bicycle events.	Park	15
Install 2 miles of bike lanes ⁱ	Public Works	1
Install 3 miles of shared lane markings ⁱⁱ	Public Works	1
Install 0 miles of shared use paths ⁱⁱⁱ	Public Works	1
Install 0 miles of side paths ^{iv}	Public Works	1
Design 1 mile of on-street bicycle facilities'	Public Works	1
Design 0.5 miles of off-street bicycle facilities	Public Works	1
Make improvements to 5 arterial crossings	Public Works	3
Submit a budget request for City funding to maintain off-street paths	Park	7
Review 2017 street maintenance locations with Multi-Modal Committee	Public Works	1
Sweep on-street bikeways as part of regularly scheduled sweeping of the streets where they are located	Public Works	7
Conduct first annual inspection of the Wichita off-street path network, and undertake prioritized repair/maintenance.	Public Works	7
Research crash reports	Police	13
Host 1 bicycle rodeo	Police	14
Develop Police Department officer training module for safe streets (people bicycling, driving, and walking)	Police	12
Provide web-based bicycle education information	Police	11
Partner with KU School of Medicine to identify bicycle related crash "hot spots" for enforcement efforts	Police	13
Apply for grants to fund education and enforcement programs	Police	12
Distribute bicycle maps at library locations	Library	9

ATTEST:

 Jack Brown, Wichita Bicycle and Pedestrian Advisory Board Chairperson

 Date

ⁱ 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.

ⁱⁱ 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.

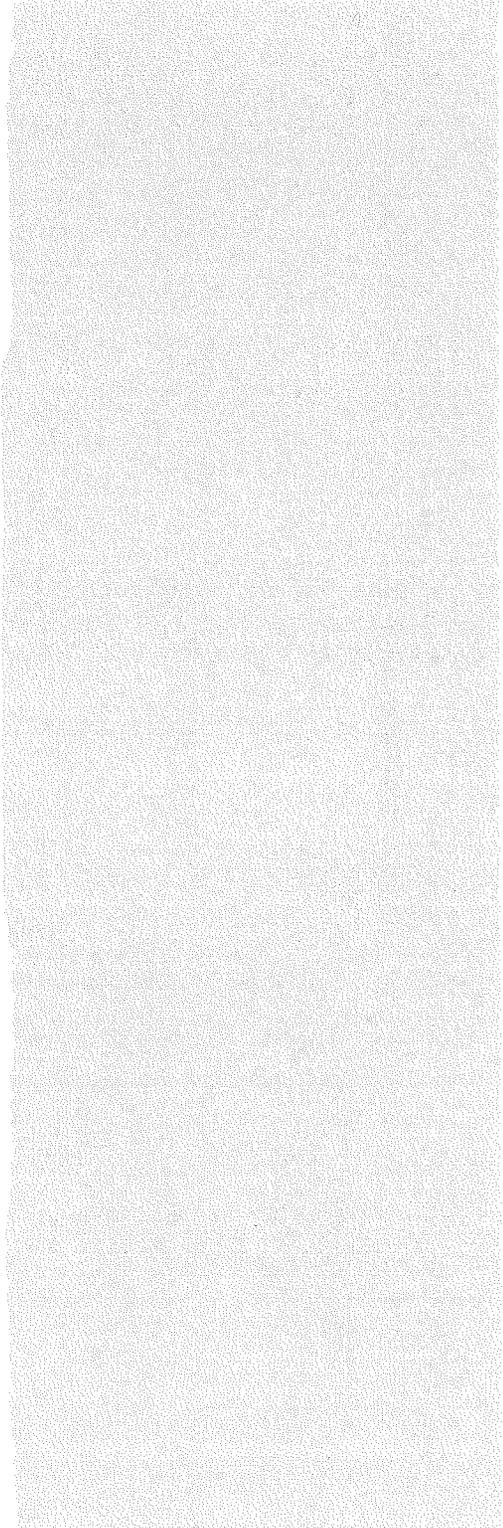
ⁱⁱⁱ The WBPAB notes that 2.5 miles of the shared use paths identified for construction in 2015 were identified for construction in 2013 when the Wichita Bicycle Master Plan was approved. In order to complete the 4.5 miles of

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.

iv 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.

v 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.

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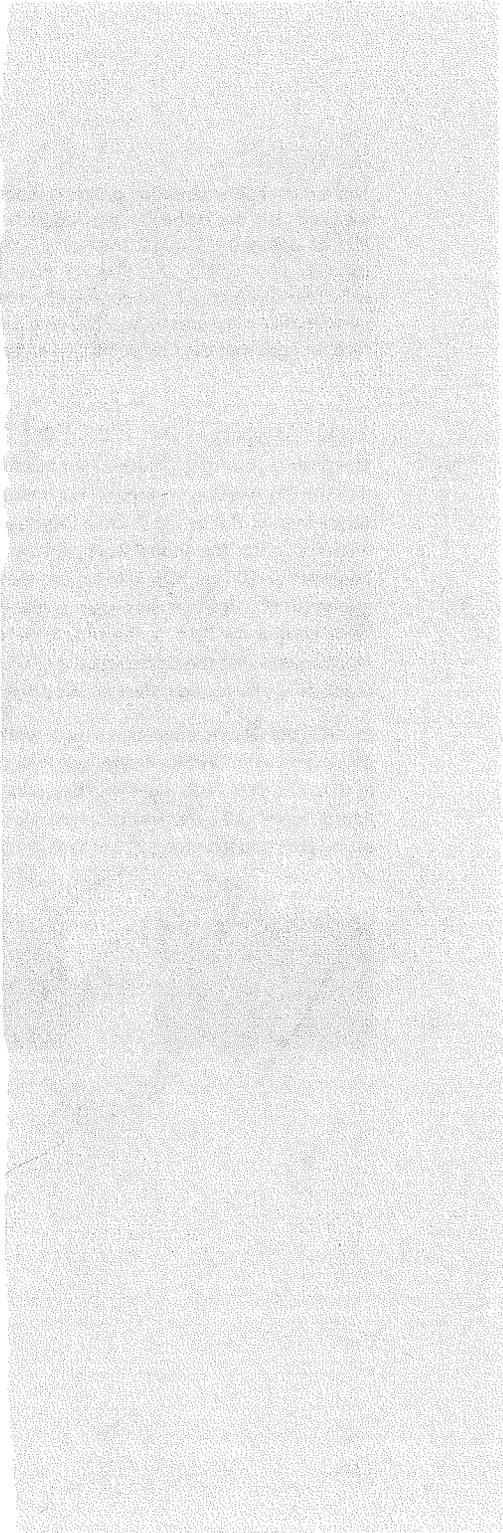
Wichita Pedestrian Master Plan 2015 Annual Implementation Progress Report

Version: 6/13/2016

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Introduction

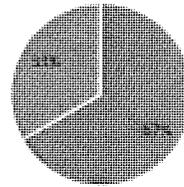
This annual implementation progress report highlights the progress made in achieving the performance measures laid out in the Wichita Pedestrian Master Plan (Plan). The Wichita City Council endorsed the Plan on November 4, 2014. The Plan is a ten-year guide for how the City of Wichita should improve conditions for walking. The Plan was created with the input of many individuals through surveys; volunteer committees; and community events. It includes goals, objectives, actions, priorities, and performance measures to improve conditions for walking in Wichita. Strategy 10 of the Plan recommends that the City publish an annual progress report on implementation of the Plan.

2015 Annual Work Plan Performance

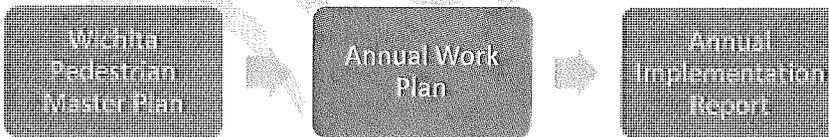
The Wichita Pedestrian Master Plan recommends (Strategy 10) that the City develop an annual implementation work plan and seek approval of it by the Wichita Bicycle and Pedestrian Advisory Board. The annual work plan provides an opportunity to divide the 10-year Plan in to actions that can be tackled in a given year. It helps to ensure year to year progress implementing the Plan. At the end of the year, the Plan recommends that the City develop an annual implementation report to evaluate and reflect on the progress made to date.

In 2015, the City developed an annual work plan that was approved by the Wichita Bicycle and Pedestrian Advisory Board at their March 9, 2015 meeting. That work plan identified approximately 18 different action goals for the City. Of those action goals, approximately 12 of them were accomplished.

WPMP - 2015 Annual
Implementation Work Plan
Progress



■ Accomplished ■ Not Accomplished



Wichita Pedestrian Master Plan 2015 Action Goals	Accomplished (Yes/No)
Wichita Bicycling and Walking Newsletter	Yes
Submit KHF grant application – bicycling and walking design edu.	No
Create the 2016 Pled Plan Work Plan	No
Publish the 2015 Ped Plan Annual Report	No
Create walking website	No
Request additional funding for street trees	No
Install 350 street trees	Yes
Install 2 miles of arterial sidewalks	Yes
Submit a City CIP funding proposal to fund the creation of school walking route plans	Yes
Submit a City CIP funding proposal to fund the creation of senior walking route plans	Yes
Submit a City CIP funding proposal to fund crossing improvements	Yes
Submit a City CIP funding proposal to fund school walking route improvements	Yes
Submit a City CIP funding proposal to fund senior walking route improvements	Yes
Improve 10 roadway intersections for pedestrians	Yes
Research crash reports	Yes
Add pedestrian facilities to site plan review checklist	Yes
Add sidewalks review to checklist for occupancy permits per Sidewalk Ordinance	Yes
Apply/seek funding to upgrade transit stops to meet design guidelines	No

Wichita Pedestrian Master Plan Performance Measures

Wichita Pedestrian Master Plan Goals

The City of Wichita has three goals related to walking in Wichita (from the Wichita Pedestrian Master Plan), the goals are listed below.

1. Provide a safe and welcoming pedestrian network
2. Improve community accessibility and connections for pedestrians
3. Promote a citywide culture of walking

Goal 1: Provide a safe and welcoming pedestrian network

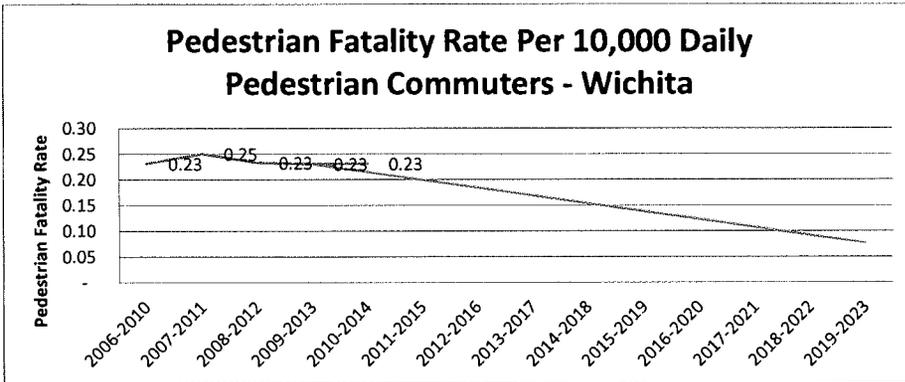
The City's performance measure target for this goal is to reduce the pedestrian fatality rate by one third over the next 10 years (2014-2024).

2015 Performance: below target

The pedestrian fatality rate is calculated by dividing the average number of annual pedestrian fatalities from crashes with motor vehicles (obtained from KDOT data) by the estimated average annual number of commuter walking to work (obtained from the U.S. Census American Community Survey five year estimate), divided by 10,000.

The American Community Survey (ACS) is an annual statistical survey conducted by the US Census Bureau. The ACS samples a small percentage of the population every year to provide estimates for population and related data, including transportation to work. The ACS data includes estimates for the mode of transportation that residents age 16 and over: 1) use most often to travel to work and 2) use to travel the greatest distance during the survey period. The ACS data is generally available the following year after the data is collected (i.e. 2014 data is available in 2015). The ACS data is not a complete look at the amount of walking in Wichita since it only reports work trips, however it can be an important indicator.

The ACS data are available as 1-year estimates and 5-year estimates. The 5-year estimates provide the greatest accuracy, and the 1-year estimates provide the most current data. Below is graphs showing the results for Wichita.



Margin of error +/- 0.3%

Goal 2: Improve the safety of bicyclists in Wichita

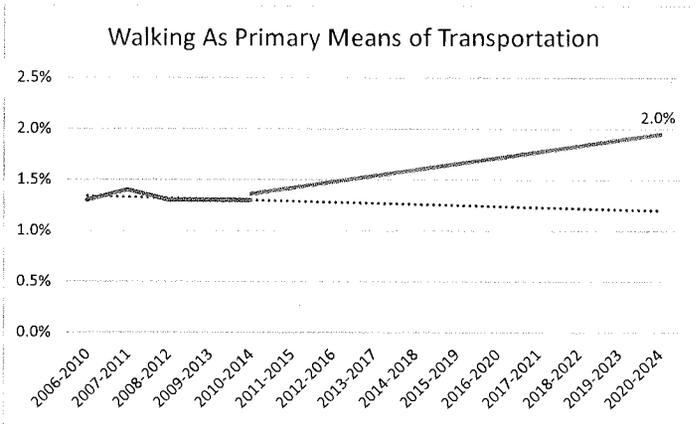
The City's performance measure target for this goal is to increase the amount of walking in Wichita by 50% over the next 10 years (2014-2024).

2015 Performance: below target

American Community Survey

The American Community Survey (ACS) is an annual statistical survey conducted by the US Census Bureau. The ACS samples a small percentage of the population every year to provide estimates for population and related data, including transportation to work. The ACS data includes estimates for the mode of transportation that residents age 16 and over: 1) use most often to travel to work and 2) use to travel the greatest distance during the survey period. The ACS data is generally available the following year after the data is collected (i.e. 2014 data is available in 2015). The ACS data is not a complete look at the amount of walking in Wichita since it only reports work trips, however it can be an important indicator.

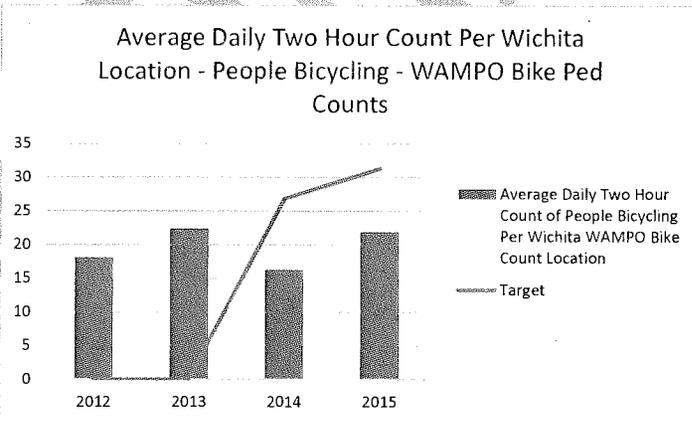
The ACS data are available as 1-year estimates and 5-year estimates. The 5-year estimates provide the greatest accuracy, and the 1-year estimates provide the most current data. Below is graphs showing the results for Wichita for the 5-year estimates.



Margin of error +/- 0.3%

Manual Counts

In September of 2012, 2013, 2014, and 2015, the WAMPO organized volunteer counts at various locations throughout the Wichita region. These counts captured bicyclist and pedestrian traffic during one week day between 5:00 PM and 7:00 PM and one weekend day between 12:00 PM and 2:00 PM at various locations throughout Wichita. For year to year comparisons we utilized the WAMPO results to calculate the average two-hour count per Wichita location. The results of the 2012 through 2015 counts show that the amount of walking is relatively stable in Wichita. The 2015 results are below the performance target of 31 counts of people walking per two hour period per count location. The target is the incremental additional amount of people walking per two hour period per count location needed to achieve the 2023 goal of tripling the amount of bicycling in Wichita from 2012 levels.



Commented [WS1]: Need to update

Goal 3: Promote a citywide culture of walking

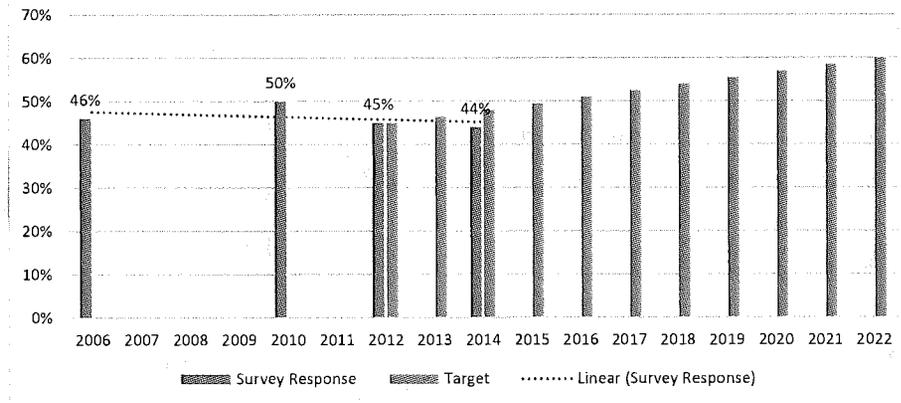
The City's performance measure target for this goal is to increase the percentage of survey respondents rating the ease of waling in Wichita as "excellent or good" to at least 60 percent by 2024.

2015 Performance: inconclusive - more data needed

National Citizen Survey

To monitor progress toward this goal, Plan recommends monitoring the percent of National Citizen Survey respondents that rate the ease of walking in Wichita as "excellent" or "good". The National Citizen Survey was conducted in Wichita during 2006, 2010, 2012, and 2014. The survey is scheduled to be conducted again in early 2016.

Ease of Walking- Percent of Wichita survey respondents rating "good" or "excellent"



Source: National Citizen Survey
Margin of error +/- 5%

Wichita Pedestrian Master Plan Strategies

Chapter 4 of the Plan identifies the performance measures for implementation of the Plan. Below is a listing of the performance measures results for 2015, listed according to the Plan strategies.

Strategy 1 – Implement the design Guidance included in Chapter 7 of this Plan.

Strategy 1, Action 1		
Performance Measure	Performance Target	2015 Performance
Submit recommended design guidance, including the recommendations from this Plan (Chapter 7) for consideration and endorsement by the City Council. Update the guidance as needed.	By 2015 and update as needed.	On-target

Previous Activity:

- On November 4, 2014, the Wichita City Council approved resolution 14-317, endorsing the Wichita Pedestrian Master Plan.
- On December 2, 2014, the Wichita City Council approved resolution 14-341, endorsing the Wichita Street Design Guidelines. The Street Design Guidelines provide design guidance for public streets, including arterial streets. The document includes descriptions of Wichita best practices and guidance for implementation of the Multi-Modal Policy.

2015 Activity

- No necessary updates were identified.

Strategy 1, Action 2		
Performance Measure	Performance Target	2015 Performance
Make the design guidance from this plan available to private sector contractors, developers, builders, Metropolitan Area Building and Construction Department (MABCD), and staff responsible for site plan reviews and code enforcement by posting the guidelines as standard specifications on the City's website	By 2016	On-target

2015 Activity

- The plan document is available on the City's website

Strategy 1, Action 3		
Performance Measure	Performance Target	2015 Performance
Coordinate design guidance implementation by creating a pedestrian facility checklist to be used by the city's site plan reviewers. Update the checklist as needed.	By 2017 and update as needed	On-target

2015 Activity

- MABCD has added a section for "pedestrian facilities site plan review" to the department's commercial plan review format. This addition will insure that each City and County plan review staff member will consult the Wichita Pedestrian Master Plan while reviewing building and site plans for proposed developments.

Strategy 1, Action 4		
Performance Measure	Performance Target	2015 Performance
Coordinate design implementation by creating a pedestrian facility checklist to be used by the City's construction inspectors. Update the checklist as needed.	By 2018 and update as needed	On-target

2015 Activity

- None

Strategy 2 – Improve the Safety of Pedestrians at Marked Crosswalks.

Strategy 2, Action 1		
Performance Measure	Performance Target	2015 Performance
Develop a City policy for marked crosswalks	By 2018	On-target

2015 Activity

- None

Strategy 2, Action 2		
Performance Measure	Performance Target	2015 Performance
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	On-target

2015 Activity

- None

Strategy 2, Action 3		
Performance Measure	Performance Target	2015 Performance
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	On-target

2015 Activity

- None

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

Strategy 3, Action 1		
Performance Measure	Performance Target	2015 Performance
Use the criteria listed for Strategy 3 in the Plan to identify and prioritize intersections for improvements.	Annually as part of the annual work plan.	Below target

2015 Activity

- None

Strategy 3, Action 2		
Performance Measure	Performance Target	2015 Performance
Include pedestrian safety at intersections as a prioritization factor for program activities and capital projects that impact the safety of pedestrians (i.e. roadway striping, pavement work, signals, etc.)	Annually	Below target

2015 Activity

- The City installed curb extensions along Douglas Avenue to improve pedestrian safety.
- The City also began design work for the Douglas Avenue – Washington to Grove streetscape improvements, which include safety improvements for pedestrian crossings.

Strategy 4 – Provide Sidewalks along Arterial Streets

Strategy 4, Action 1		
Performance Measure	Performance Target	2015 Performance
Create and apply criteria for prioritizing the existing Arterial Sidewalk Program	By 2018	On target

2015 Activity

- The Bicycle and Pedestrian Advisory Board reviewed and recommended priority locations for future arterial sidewalks.

Strategy 4, Action 2		
Performance Measure	Performance Target	2015 Performance
Install missing sections of sidewalks in conjunction with development, re-development and roadway construction projects through routine accommodation.	Average 2 linear miles per year	On target

2015 Activity

- None

Strategy 4, Action 3		
Performance Measure	Performance Target	2015 Performance
Update the site plan review checklist to help track the review of MABCD and engineering for compliance with the regulations and design guidance related to sidewalks.	By 2020	On target

2015 Activity

- MABCD has added "sidewalk review" to the checklist before certificates of occupancy will be granted. This will ensure the review of each new construction application for building permit will include a check for sidewalk presence or the requirement for such as part of the normal course of issuance regarding a project within the City of Wichita or the unincorporated area within three miles of the City of Wichita". Strategy 5 – Improve Pedestrian Infrastructure near Senior Centers, Housing, and Destinations

Strategy 5, Action 1		
Action Description	Performance Target	2015 Performance
In response to requests, partner with organizations that request assistance to develop recommended walking routes within a half mile of senior centers and senior housing...	By Average 1 walking route per year	Below target

2015 Activity

- No requests were received.

Strategy 5, Action 2		
Action Description	Performance Target	2015 Performance
Program improvements for the senior waling routes	On-going	On target

2015 Activity

- None

Strategy 6 – Improve Safety by Improving Pedestrian Infrastructure near Schools

Strategy 6, Action 1		
Action Description	Performance Target	2015 Performance
Continue to respond to school requests for pedestrian improvements near schools	Respond to an average of 1 request per year	Below target

2015 Activity

- No requests were received.

Strategy 6, Action 2		
Action Description	Performance Target	2015 Performance
When requested, assist school districts in identifying preferred walking routes within a half mile of elementary schools....	Average 1 school per year	Below target

2015 Activity

- None

Strategy 6, Action 3		
Action Description	Performance Target	2015 Performance
When requested, provide assistance to one or more schools to identify and apply for funding to support planning for and the installation of pedestrian improvements near schools.	Average 1 school assisted per year	Below target

2015 Activity

- None

Strategy 6, Action 4		
Action Description	Performance Target	2015 Performance
Continue to support school district efforts to upgrade school curbside management plans to make it safer to walk to school.	Average 1 curbside management plan updated per year	Below target

2015 Activity

- None

Strategy 7 – Make Maintenance of Pedestrian Infrastructure a Priority

Strategy 7, Action 1		
Action Description	Performance Target	2015 Performance
Review and update the process for identifying and prioritizing pedestrian maintenance needs (e.g. annual curb ramp program).	By 2018	On target

2015 Activity

- None

Strategy 7, Action 2		
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Action Description	Performance Target	2015 Performance
Assist partner organizations to train parent volunteers on how to become involved in promoting Safe Routes to School through the Safe Kids Program...	Average one training per year	Below target

2015 Activity

- None

Strategy 7, Action 3		
Action Description	Performance Target	2015 Performance
Assist partner organizations to apply for Safe Routes to School funds if and when they are available...	Average one per year	Below target

2015 Activity

- None

Strategy 7, Action 4		
Action Description	Performance Target	2015 Performance
Support partner organizations, including school districts, to encourage and provide opportunities for school principals, parents, and others to become familiar with and use the curriculum materials available through the National Center for Safe Routes to School...	Average one per year	Below target

2015 Activity

- None

Strategy 8 – Plant and Maintain Street Trees

Strategy 8, Action 1		
Action Description	Performance Target	2015 Performance
Continue to incorporate street trees in capital projects through the Landscaping Policy for City Streets	Average 2 miles per year	On target

2015 Activity

- Amidon – 21st to 29th
- Tyler – 29th to 37th

Commented [WS2]: Paul Gunzelman – will check

Strategy 8, Action 2		
Action Description	Performance Target	2015 Performance

Request additional City and non-City funds for the current street tree program to maintain existing street trees and plant new trees. Identify public/private partnerships to fund the street trees and related programs.	By 2018	On target
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2015 Activity

- City Council approved the 2016-2017 Budget, including a program option for 2016 that increased funding for the Park Department Forestry from approximately \$2.1 million to approximately \$4.6 million.

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

Strategy 9, Action 1		
Action Description	Performance Target	2015 Performance
Support partner organizations, such as Safe Kids, to encourage and support participation in national "Walk to School Day"	Average one per year	On target

2015 Activity

- The Wichita Police Department provided support for the 2015 Walk to School Day.

Commented [WS3]: Question submitted to Ronda for confirmation

Strategy 9, Action 2		
Action Description	Performance Target	2015 Performance
Assist partner organizations to train parent volunteers on how to become involved in promoting SRTS through the Safe Kids program.	Average one training per year	Below target

2015 Activity

- None

Strategy 10 - Monitor and Update the Plan

Strategy 10, Action 1		
Action Description	Performance Target	2015 Performance
Create an annual work-plan to identify tasks and deliverables. Seek review and approval from the Wichita Bicycle and Pedestrian Advisory Board.	Annually	On target

2015 Activity

- The 2015 Annual Implementation Work Plan was approved by the WBPAB at their March 9, 2015 meeting.

Strategy 10, Action 2		
Action Description	Performance Target	2015 Performance
Publish a progress report on implementation of the Plan. Seek review and approval from the WBPAB. Provide a copy of the report to the City Council.	Progress report approved annually	On target

2015 Activity

- This document is the annual progress report.

Strategy 10, Action 3		
Action Description	Performance Target	2015 Performance
Periodically take advantage of both local and nationally available courses and workshops that provide updates on the latest research, design guidance, and best practices. Participants should include the Pedestrian and Bicycle Advisory Board, and relevant City staff, including design guidance for plan reviewers.	Average one professional course / workshop per year	Below target

2015 Activity

- None

Strategy 10, Action 4		
Action Description	Performance Target	2015 Performance
Create a project prioritization process based on Chapter 6 of the Pedestrian Plan and present the process to the WBPAB for endorsement.	By 2016	Below target

2015 Activity

- None

Strategy 10, Action 5		
Action Description	Performance Target	2015 Performance
Develop and/or modify job descriptions for staff resources in Planning	By 2015	Below target

2015 Activity

- None

Strategy 10, Action 6		
Action Description	Performance Target	2015 Performance
Develop and/or modify job descriptions for staff resources in Public Works	By 2016	Below target

2015 Activity

- None

Strategy 10, Action 7		
Action Description	Performance Target	2015 Performance
Allocate resources / apply for resources to fill positions in planning	0.5 FTE by 2015	Below target

2015 Activity

- None

Strategy 10, Action 8		
Action Description	Performance Target	2015 Performance
Allocate resources / apply for resources to fill positions in Public Works	0.5 FTE by 2016	Below target

2015 Activity

- None

Strategy 10, Action 9		
Action Description	Performance Target	2015 Performance
Update this plan.	Major updates every 4 years and minor updates as needed	Below target

2015 Activity

- None

Wichita Bicycle Master Plan 2015 Annual Implementation Progress Report

Version: 06/06/2016

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Introduction

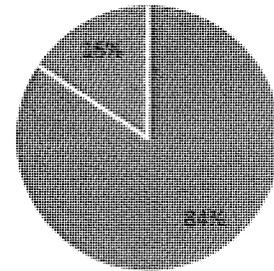
This annual implementation progress report highlights the progress made in achieving the performance measures laid out in the Wichita Bicycle Master Plan (Plan). The Wichita City Council endorsed the Plan on February 5, 2013. The Plan is a ten-year guide for the development and implementation of bicycle projects and programs for the City. The Plan was created with the input of over 4,000 individuals through surveys; volunteer committees; and community events. It includes goals, objectives, actions, priorities, and performance measures to improve bicycling in Wichita. Strategy 30 of the Plan recommends that the City establish and report performance measures to monitor progress implementing the Plan.

2015 Annual Work Plan Performance

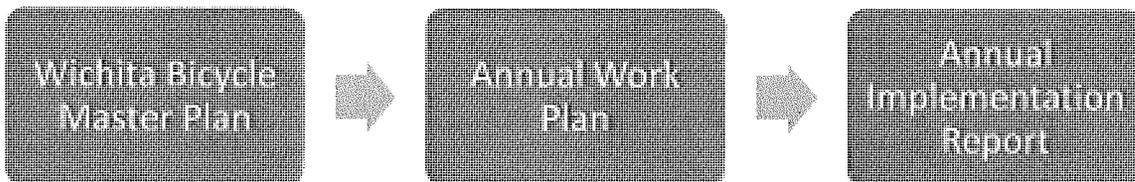
The Wichita Bicycle Master Plan recommends (Strategy 29) that the City develop an annual implementation work plan and seek approval of it by the Wichita Bicycle and Pedestrian Advisory Board. The annual work plan provides an opportunity to divide the 10-year Plan in to actions that can be tackled in a given year. It helps to ensure year to year progress implementing the Plan. At the end of the year, the Plan recommends that the City develop an annual implementation report to evaluate and reflect on the progress made to date.

In 2015, the City developed an annual work plan that was approved by the Wichita Bicycle and Pedestrian Advisory Board at their meeting on April 13, 2015. That work plan identified approximately 27 different action goals for the City. Of those action goals, approximately 18 of them were accomplished.

WBMP - 2015 Annual
Implementation Work Plan
Progress



■ Accomplished ■ Not Accomplished



Wichita Bicycle Master Plan 2015 Implementation Work Plan Action Targets	Status
Develop Wichita Wayfinding System Plan	Accomplished
Create Wichita Street Safety Education Information	Accomplished
Organize Wichita LCI Training	Accomplished
Develop Wichita Bicycle Master Plan Annual Implementation Work Plan	Accomplished
Apply for LAB Bicycle Friendly Community designation	Accomplished
Publish Wichita Bicycle Master Plan Annual Progress Report	Accomplished
Write and distribute Wichita Bicycling and Walking Newsletters	Accomplished
Coordinate Wichita New Bikeways Community Outreach	Accomplished
Update bicycling website	Accomplished
Write bikeway projects before and after comparison	Accomplished
Submit Knight Cities Grant – bicycle wayfinding improvements project	Accomplished
Apply for Wichita Community Foundation grant funding for bicycle wayfinding	Not accomplished
Submit Kansas Health Foundation grant application – bicycle facility design training	Accomplished
Apply for Sunflower Foundation Trails Grant	Not accomplished
Submit a request for CIP funding to construct on- and off-street bicycle facilities	Accomplished
Submit a request for CIP funding for maintenance of bicycle facilities	Accomplished
Submit a request for CIP funding to install bicycle wayfinding	Accomplished
Submit a request for CIP funding to install bicycle parking	Accomplished
Submit a request for CIP funding to improve crossings	Accomplished
Apply for KDOT safety funding for bicycle safety education and equipment	Accomplished
Draft Prairie Sunset Trail construction MOU with Prairie Travelers	Accomplished
Install 4 bicycle racks	Accomplished
Finalize an MOU for maintenance of bikeways	Not accomplished
Host 1 community bicycle event	Not accomplished
Offer 2 LAB bicycling courses	Accomplished
Install 7 miles of bike lanes ⁱ	Accomplished
Install 15 miles of shared lane markings ⁱⁱ	Not accomplished
Install 3.5 miles of shared use paths ⁱⁱⁱ	Accomplished
Install 0.5 miles of side paths ^{iv}	Accomplished
Design 5 miles of on-street bicycle facilities ^v	Accomplished
Make improvements to 10 arterial crossings	Accomplished
Submit a budget request for City funding to maintain new on- and off-street bicycle facilities	Accomplished
Review 2016 street maintenance locations with Multi-Modal Committee	Accomplished
Research crash reports	Accomplished
Participate in youth outreach activities – provide education and encouragement	Accomplished
Develop Police Department officer training module for safe streets (people bicycling, driving, and walking)	Accomplished
Apply/seek funding to improve bicycle access to transit stops	Not accomplished
Distribute bicycle maps at library locations	Accomplished

Wichita Bicycle Master Plan Goals

The City of Wichita has three goals for bicycling in Wichita (from the Wichita Bicycle Master Plan), the goals are listed below.

1. Increase the amount of bicycling in Wichita.
2. Improve the safety of bicycling in Wichita.
3. Foster and promote a culture where bicycling is a viable and acceptable form of transportation.

Goal 1: Increase the amount of bicycling in Wichita

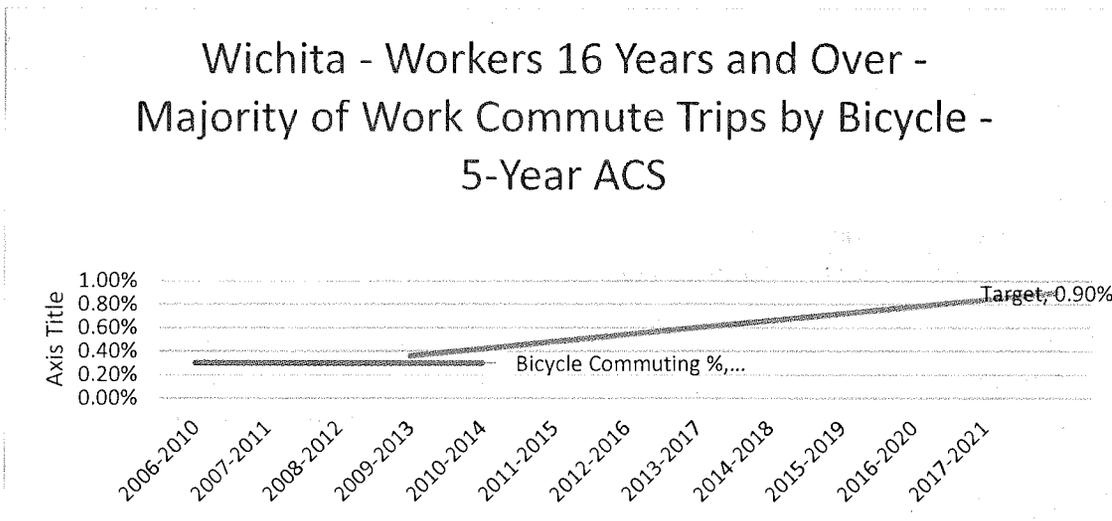
The Plan sets the benchmark for this goal as tripling the amount of bicycling over the next ten years (2012-2022). To monitor progress toward this goal, Strategy 30 of the Plan calls for counting bicyclists on a regular basis, including bi-annual volunteer counts. The City of Wichita utilizes different sources to measure the amount of bicycling in Wichita, they include: census data and manual counts coordinated by the Wichita Metropolitan Area Planning Organization (WAMPO).

2015 Performance: below target

American Community Survey Data

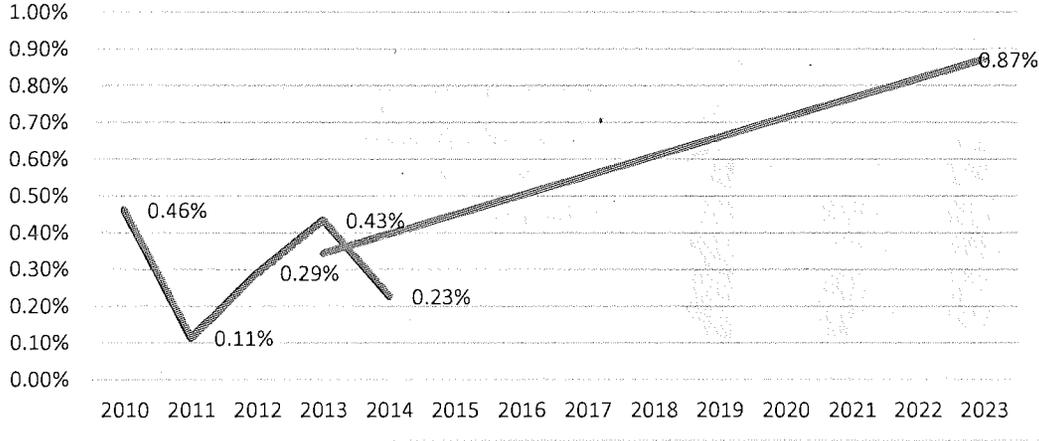
The American Community Survey (ACS) is an annual statistical survey conducted by the US Census Bureau. The ACS samples a small percentage of the population every year to provide estimates for population and related data, including transportation to work. The ACS data includes estimates for the mode of transportation that residents age 16 and over: 1) use most often to travel to work and 2) use to travel the greatest distance during the survey period. The ACS data is generally available the following year after the data is collected (i.e. 2014 data is available in 2015). The ACS data is not a complete look at the amount of bicycling in Wichita since it only reports the principal mode of travel (used most often and for the longest distance) that the worker age 16 years or older usually used to get from home to work during the survey week.

The ACS data are available as 1-year estimates and 5-year estimates. The 5-year estimates provide the greatest accuracy, and the 1-year estimates provide the most current data. Below are graphs showing the results for Wichita.



Margin of error +/- 0.1%

Wichita - Workers 16 Years and Over - Majority of Work Commute Trips by Bicycle - 1-Year ACS



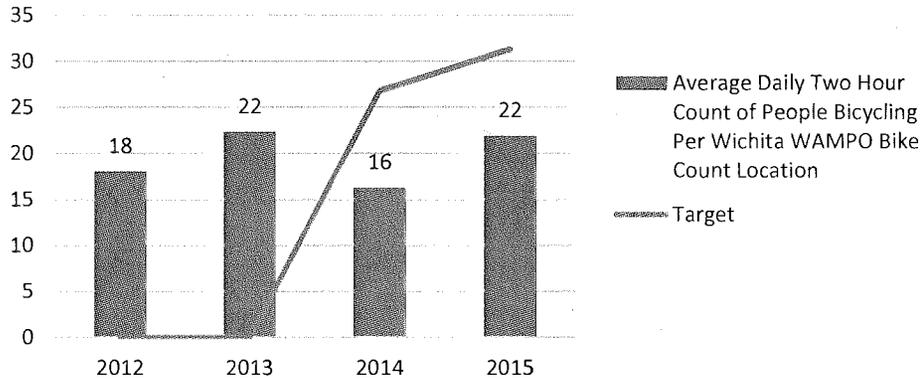
Margin of error +/- 0.3%

Manual Counts

In September of 2012, 2013, 2014, and 2015, the WAMPO organized volunteer counts at various locations throughout the Wichita region. These counts captured bicyclist and pedestrian traffic during one week day between 5:00 PM and 7:00 PM and one weekend day between 12:00 PM and 2:00 PM at various locations throughout Wichita. Using the WAMPO counts, we can get a look at bicycling city-wide and also at specific sites.

To get provide a look at year to year comparisons for bicycling throughout Wichita we utilized the WAMPO results to calculate the average two-hour count per Wichita location. The results of the 2013 and 2014 counts show that bicycling levels are relatively stable in Wichita. The 2015 results are below the performance target of 31 counts of people bicycling per hour per count location. The target is the incremental additional amount of people bicycling per two hour count per count location needed to achieve the 2023 goal of tripling the amount of bicycling in Wichita from 2012 levels. It is important to note that many of the bikeways installed in 2015 were completed late in the year and were not completed during the time of the WAMPO counts.

Average Daily Two Hour Count Per Wichita Location - People Bicycling - WAMPO Bike Ped Counts

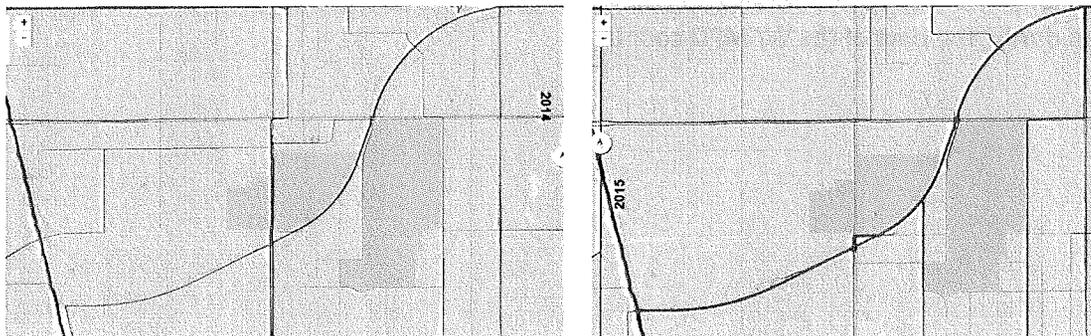


The WAMPO counts also provide an opportunity to compare bicycling levels at each site. In order to do this, we compared the counts at the 14 Wichita locations that were counted in both 2012 and in 2015. Levels of bicycling were flat or increased at eight (8) of the sites. Counts at one site were flat, another site saw counts increase from 0 to 32. Six of the sites saw an average increase of 58 percent.

Strava GPS Data

Strava is a website and smart phone application that people can use to track their activities by uploading GPS data from GPS watches and other mobile devices. Strava has made heat maps of the 2014 and 2015 data uploaded to their website available online. The online [Strava heat maps](#) show both amount and location of bicycling by Strava users. You can use the 2014 and 2015 data to compare the use of the new bikeways installed in 2015. A review of the 2014 and 2015 Strava data shows increased use of routes where the Wichita bikeways were constructed in 2015.

Table 1: Strava 2014 and 2015 Heat Map Comparisons - Redbud Path



Goal 2: Improve the safety of bicyclists in Wichita

The Plan sets the benchmark for this goal as reducing the rate of bicycle crashes by one third by 2023. A crash rate is used because the number of crashes could increase with increased levels of bicycling. A

crash rate can be used to determine if the relative safety is increasing or decreasing over time. The rates are calculated by dividing the number of motor vehicle crashes involving people bicycling (reported by KDOT) by the number of people bicycling. For the purposes of this report, the Census Bureau American Community Survey estimated number of commuters bicycling to work is used to estimate the number of people bicycling. The accuracy of the bicycle crash rate is limited due to the use of ACS commuter data, which has a large margin of error relative to the estimated population of bicycling commuters.

2015 Performance: on target

Bicycling Crash Rate – American Community Survey Data 1-Year Data

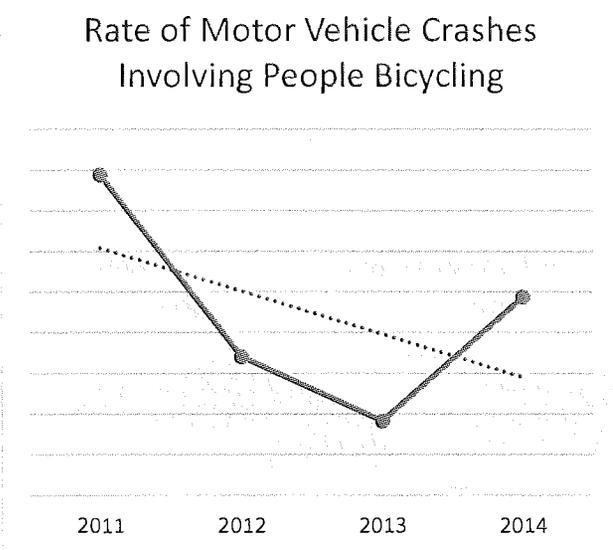
These estimates show that the rate of bicycle crashes has fallen since 2011, but has increased since 2013.

Year	Reported motor vehicle crashes involving bicyclists*	Reported number of fatalities resulting from motor vehicle crashes involving bicyclists	Census ACS 1-Year Estimates Bicycling Commuters**
2011	80	0	203
2012	88	1	516
2013	70	0	765
2014	97	2	398
2015***	96	3	

* Source: KDOT

** Source: Census ACS 1-Year Estimates

*** Preliminary data - not complete, source WPD



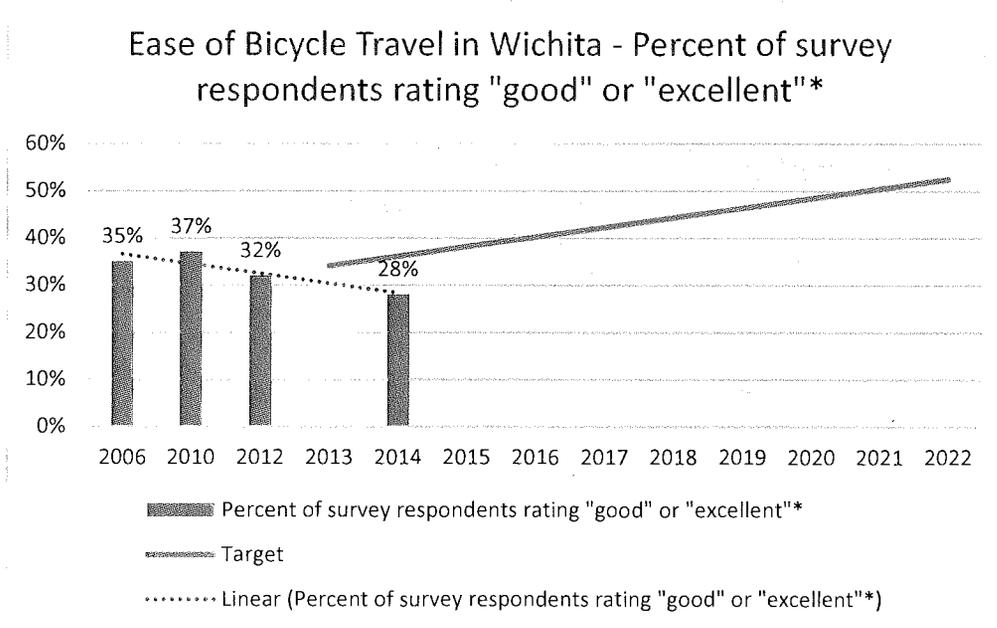
Goal 3: Foster and promote a culture where bicycling is a viable and acceptable form of transportation

The Plan sets the benchmark for this goal as increasing by 50 percent over the next ten years.

2015 Performance: inconclusive - more data needed. The City is conducting a Citizen Survey in 2016.

National Citizen Survey

To monitor progress toward this goal, Plan recommends monitoring the percent of National Citizen Survey respondents that rate the ease of bicycle travel in Wichita as “excellent” or “good”. The National Citizen Survey was conducted in Wichita during 2006, 2010, 2012, and 2014. The survey is scheduled to be conducted again in early 2016.



* Source: National Citizen Survey

Margin of error +/- 5%

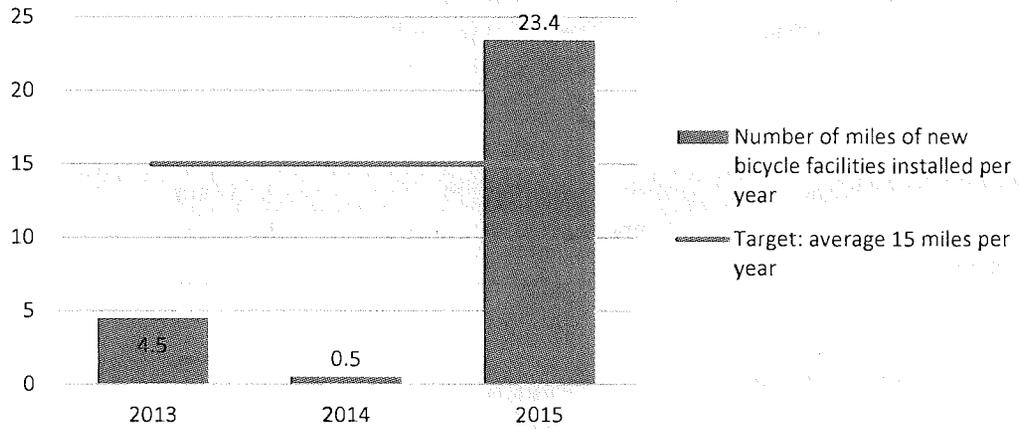
Wichita Bicycle Master Plan Strategies

Chapter 6 of the Plan identifies the performance measures for implementation of the Plan. Below is a listing of the performance measures results for 2015, listed according to the Plan strategies.

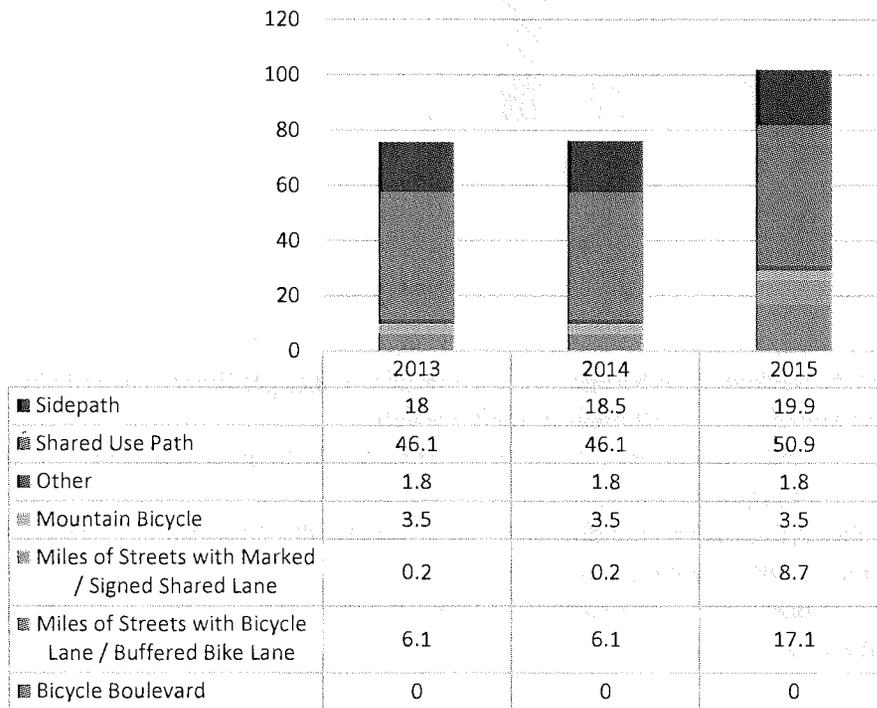
Strategy 1: Provide bicycle facilities on designated streets and off-street bicycle facilities

Performance Measure	Performance Target	2015 Performance
Number of miles of new facilities installed	Average of 15 miles per year	On-target

Number of Miles of New Paths and Miles of Streets with On-Street Bikeways Installed Per Year



Total Miles of Wichita Bikeways



Note: the number of miles of on-street bikeways shows miles of street centerlines (not the actual miles of bike lanes)

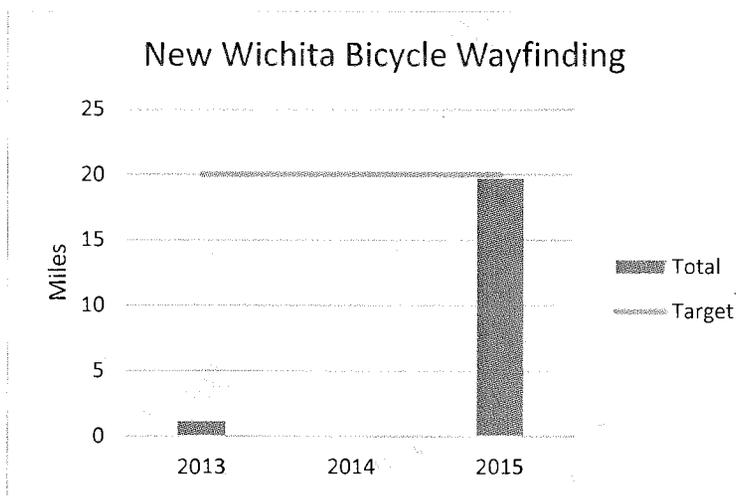
2015 Activity

- The City of Wichita completed the following projects (approximate mileage).
 - Schweiter Bikeway (2.5 miles)

- Armour Bikeway (4.8 miles)
- Redbud Path – I-135 to Oliver (2.6 miles)
- Redbud Path – Oliver to Woodlawn (1 mile)
- Great Plains Nature Center Path (0.5 miles)
- Market and Topeka Bike Lanes (6.3 miles)
- 1st and 2nd Street Bike Lanes (3.6 miles)

Strategy 2: Install a Signed Bicycle Route Wayfinding System

Performance Measure	Performance Target	2015 Performance
Number of miles of signed bicycle routes	Average of 20 miles /year	On-target

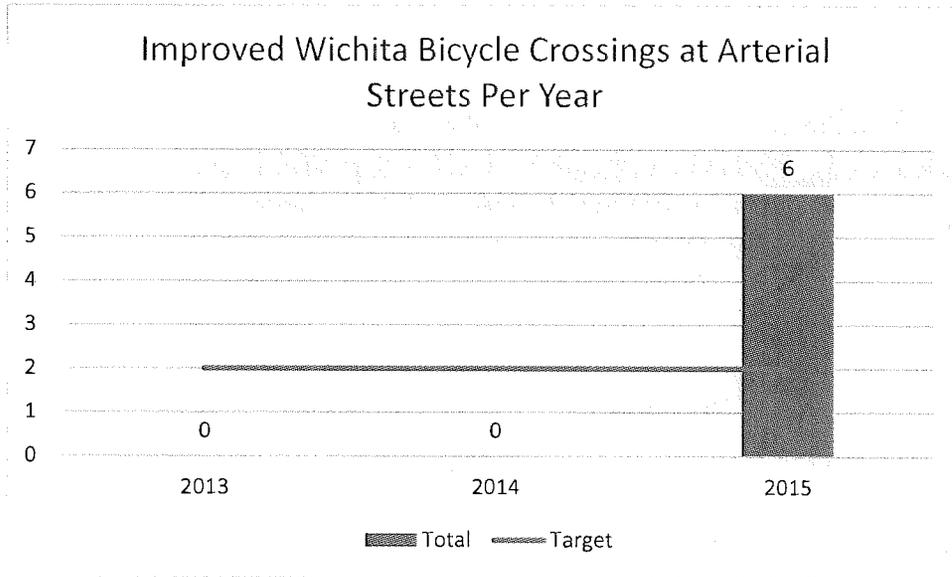


2015 Activity:

- The City partnered with Together Wichita to install approximately wayfinding signage along approximately 10-miles of the K-96 Path.
- As part of bikeway projects, the City installed approximately 9.7 miles of bicycle wayfinding signage in 2015.
- The City was awarded funding from the Kansas Health Foundation to develop the Wichita Bicycle Wayfinding System Plan.
- The City partnered with Health ICT to fund the design and installation of bicycle wayfinding in 2016.

Strategy 3: Improve bicycle safety and access at arterial roadway crossings

Performance Measure	Performance Target	2015 Performance
Number of roadway crossing improvements	Average of 2 crossing improvements per year	On-target

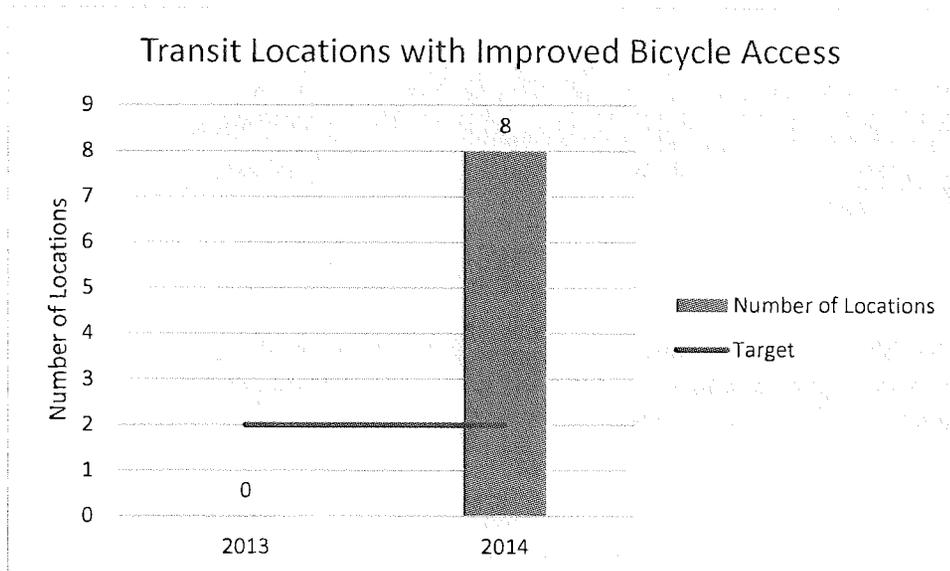


2015 Activity:

- The following projects included crossing improvements at arterials for bikeways.
 - Armour Bikeway (4 crossings)
 - Schweiter Bikeway (1 crossing)
 - Redbud Path (1 crossing)

Strategy 4: Improve bicycle access to transit

Performance Measure	Performance Target	2015 Performance
Number of locations with improved bicycle access	Average of two (2) per year	Below target

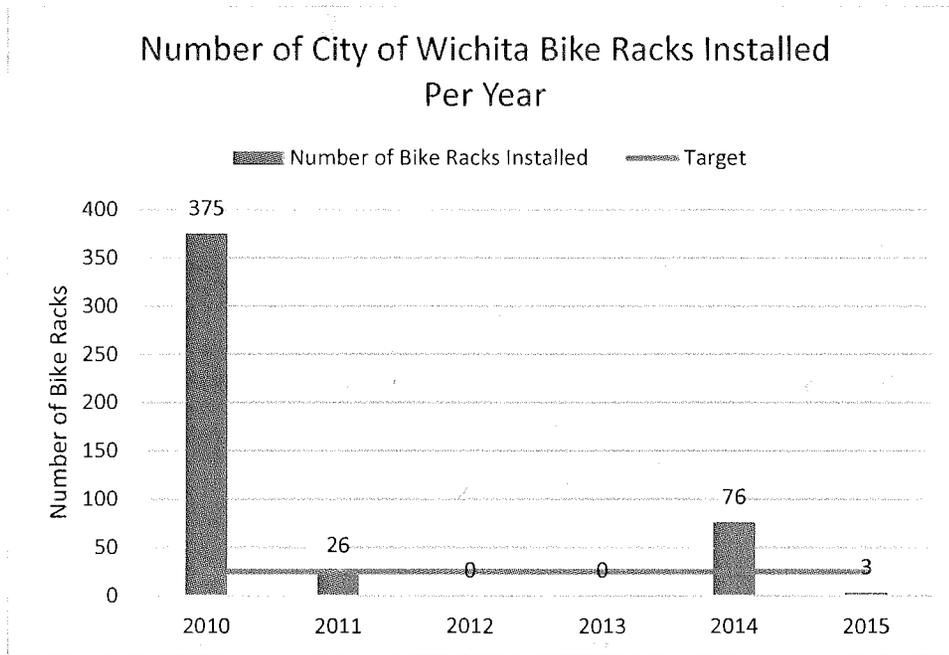


2015 Activity:

- None

Strategy 5: Increase the availability of bicycle parking throughout Wichita

Performance Measure	Performance Target	2015 Performance
Number of bike racks installed	Install an average of 25 bike racks per year	Below target



2015 Activity:

- The City installed bicycle racks as part of the following projects.
 - Tennis Center (3 racks)

Strategy 6: Determine if a bike share program would be good for Wichita

Performance Measure	Performance Target	2015 Performance
Study completed	Study completed	Below target

Performance Measure:

Performance Target: Study completed

2015 Activity:

- The City of Wichita applied for funding to undertake a feasibility study for a possible bike share program on and around the Wichita State University campus. The grant application was unsuccessful.

Strategy 7: Prioritize and fund bicycle facility maintenance

Performance Measure	Performance Target ¹	2015 Performance
Existing bicycle facilities maintained	Sweep on-street bicycle facilities coincident with the sweeping of the streets where they are located, as follows: Residential streets: 1-3 times/year Arterial streets: 8 times/year Core-area streets: 2 times/week	On-target

2015 Activity:

- Below is a table that shows the frequency of on-street bicycle facility sweeping in 2015.

Bicycle Facility	Street Classification	Number of Sweeping Activities
Mt Vernon Bike Lanes - Greenway Blvd to Broadway St.	Arterial	3 times/year
Westdale Bike lanes – 21 st St to Zoo Blvd	Residential	3 times/year
1 st St and 2 nd St – Washington to Edgemoor	Arterial	12 times/year
1 st St and 2 nd St – Waco to Seneca	Core-area	104 times/year
1 st St and 2 nd St – Waco to Washington	Core-area	104 times/year
21 st Street Bikeways near 135th St.	Arterial	1 time/year
Brooks Ave Bikeway – Terrace Dr to Fountain Ave	Residential	3 times/year
Southeast Drive Bikeway – Pawnee St to Wassal St	Residential	3 times/year
Market and Topeka – Kellogg to Central Ave	Core-area	104 times/week
Market and Topeka – Orme St to Kellogg	Core-area	104 times/week
Market and Topeka – Central Ave to 17 th St	Arterial	3 times/year
Market and Park Place – 17 th St to 21 st St	Arterial	3 times/year
17 th St – Park Place to Topeka	Residential	3 times/year
Armour Bikeway	Residential	2 times/year
Sycamore Bikeway	Core-area	104 times/year
Schweiter Bikeway	Residential	3 times/year

Performance Measure	Performance Target ²	2015 Performance
Existing bicycle facilities maintained	Inspect and repaint on-street bicycle facilities as needed; or	On-target

¹ The Wichita Bicycle Master Plan endorsed by the City Council in 2013 includes the performance measure for sweeping bike lanes six times per year. For the purpose of this report and following extensive staff discussions, the performance measure tracked in 2014 has been changed.

² The Wichita Bicycle Master Plan endorsed by the City Council in 2013 includes the performance measure bike lanes/shared lane markings re-painted every two years. For the purpose of this report and following extensive staff discussions, the performance measure tracked in 2014 has been changed.

	repaint bike lanes coincident with the repainting of other pavement markings on the streets.	
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2015 Activity:

- 1st and 2nd Street Bike Lanes striping and markings from Grove to Edgemoor were repainted one time.

Performance Measure	Performance Target	2015 Performance
Existing bicycle facilities maintained	1 major maintenance project in the CIP	Below target

2015 Activity:

- No major maintenance activities are identified in the 2015-2024 Capital Improvement Program.

Strategy 8: Incorporate the facility recommendations from this plan into the WAMPO Metropolitan Transportation Plan and other related plans

Performance Measure	Performance Target	2015 Performance
Incorporate facility recommendations into other plans	Number of official plans that incorporate one or more facility recommendations from the Bicycle Master Plan.	On-target

2015 Activity:

- In 2015, the City Council adopted the Wichita Community Investments Plan as the new comprehensive plan for the City of Wichita. It recommends implementation of the Wichita Bicycle Master Plan as a strategy.

Strategy 9: Provide printed, online, and mobile device bicycling guides

Performance Measure	Performance Target	2015 Performance
Develop map	Develop map by 2015	On-target

2015 Activity:

- The City of Wichita partnered with Health ICT to request funding to develop and print an updated Greater Wichita Bicycle Map in 2016. The funding request was successful.

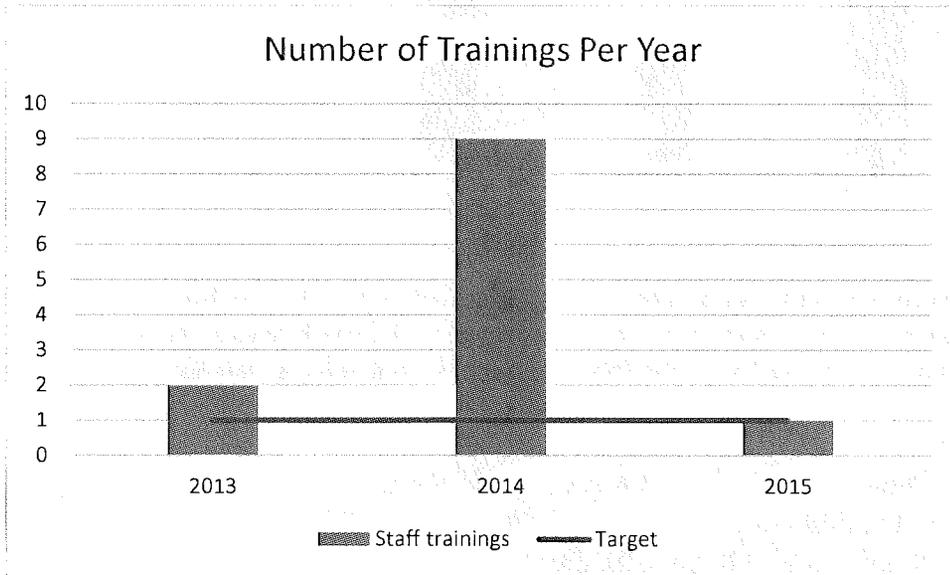
Performance Measure	Performance Target	2015 Performance
Develop online-wayfinding map	Develop by 2018	On-target

2015 Activity:

- None

Strategy 10: Educate Wichita transportation system professionals and users about new bicycle facility types, planning, design and bicycle-related issues that may arise

Performance Measure	Performance Target	2015 Performance
Number of trainings held each year	Minimum of 1 professional training every year	On-target



2015 Activity:

- The League of American Bicyclists LCI Seminar on October 3, 2015 was held in Wichita and two Wichita staff members attended.

Performance Measure	Performance Target	2015 Performance
Number of educational events held each year	Two (2) public events per year	Below target

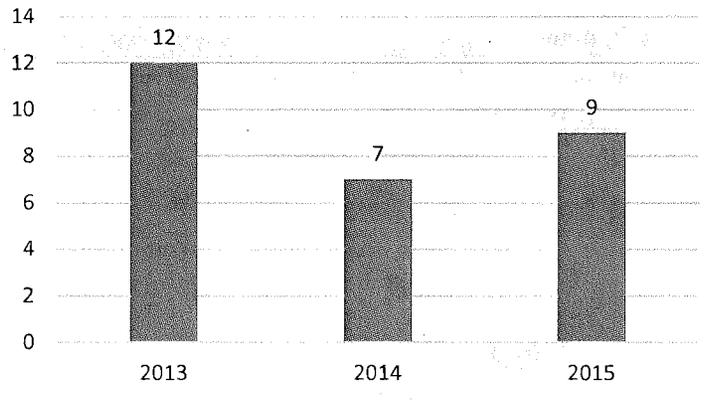
2015 Activity:

- In 2015, the City did not staff a table/display with information about bicycling in Wichita at relevant community events.

Strategy 11: Promote bicycle education and encouragement in Wichita through partnerships with community organizations and businesses

Performance Measure	Performance Target	2015 Performance
Growth of community-wide bicycling events per year	Bicycling events grow each year	Below target

Estimated Number of Community-Wide Bicycle Events in Wichita

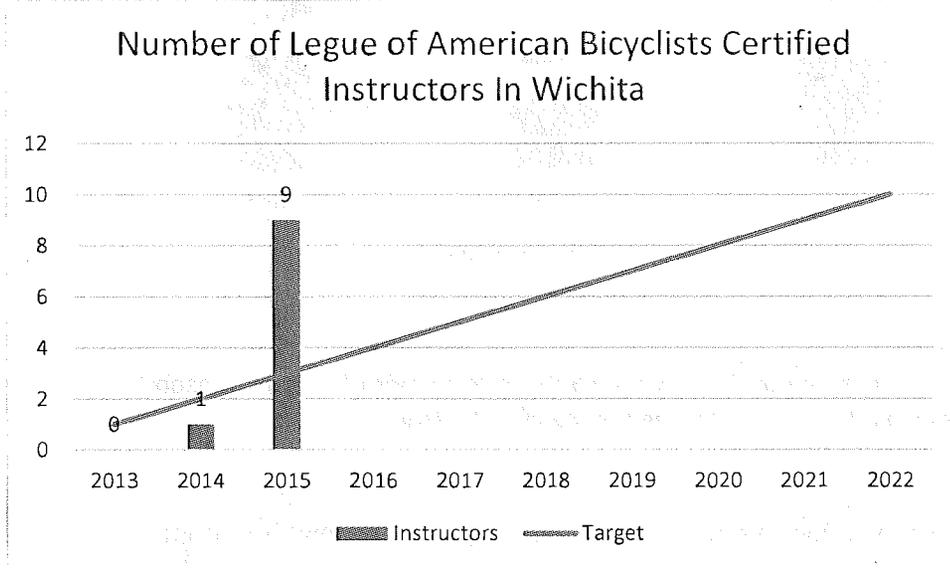


For the purposes of this report and for the sake of efficiency, the number of community-wide bicycle events per year was estimated by looking up the bicycle rides and events held in Wichita on the Kansas Cyclist website. The following activities and events were listed for 2015.

Activities:

- [Tour de Cure: Wichita \(Wichita, KS\) 2015-05-09](#)
- [Miller Maurader's Monster Mash \(Wichita, KS\) 2015-10-25](#)
- [PedalFest \(Wichita, KS\) 2015-08-22](#)
- [Bulls on Parade \(Wichita, KS\) 2015-03-21](#)
- [Rage of Oz \(Wichita, KS\) 2015-04-25](#)
- [Roll Right \(Wichita, KS\) 2015-05-02](#)
- [Ride of Silence - Wichita \(Wichita, KS\) 2014-05-21](#)
- [Bishop's Bicycle Challenge \(Wichita, KS\) 2014-06-21](#)
- [Kansas Adaptive Cycling Omnium \(Wichita, KS\) 2015-05-29](#)

Performance Measure	Performance Target	2015 Performance
Number League Certified Instructors through the League of American Bicyclists)	Average of 1 new League Certified Instructor per year	On-target



For the purpose of this report this performance measure tracks progress by the number of League Certified Instructors (LCI) residing in the City of Wichita, as reported by the League of American Bicyclists' website. Please note that this performance measure is based on the description in Strategy 11 (Chapter 4) of the Wichita Bicycle Master Plan.

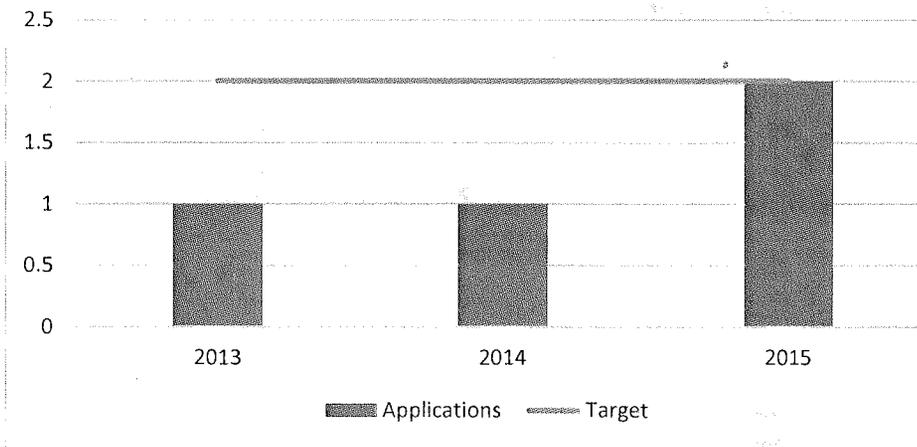
2015 Activity:

- Bike Walk Wichita, in association with the City of Wichita Street Safety Education Initiative, organized a LCI seminar – as an opportunity for individuals to become LCIs.

Strategy 12: Support efforts to obtain funding for bicycle education and enforcement programs

Performance Measure	Performance Target	2015 Performance
Number of grant applications	Support a minimum of 2 funding applications per year	On-target

Number of Bicycle Education and Enforcement Grant Applications Per Year



2015 Activity:

- The City submitted and was awarded two rounds of federal transportation safety funding from KDOT for the purchase and distribution of bicycle safety equipment and educational materials.

Strategy 13: Increase enforcement of bicyclist and motorist behavior to reduce bicycle and motor vehicle crashes

Performance Measure	Performance Target	2015 Performance
Consensus between Bicycle Advisory Board, City staff, and Wichita Police Department on enforcement priorities	Meeting notes or memo that outlines a consensus on enforcement priorities	Below target

2015 Activities:

- None

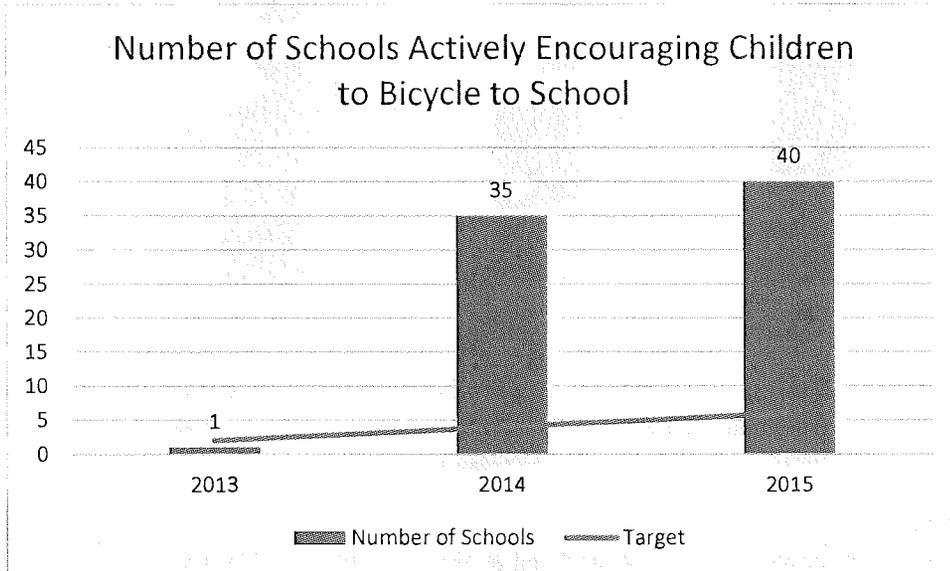
Performance Measure	Performance Target	2015 Performance
Number of warnings or citations targeting road user behaviors that compromise bicycle safety	Record of at least one meeting per year between the Bicycle Advisory Board, City staff, and the Wichita Police Department to review results of enforcement efforts	Below target

2015 Activities

- None

Strategy 14: Work with school districts to develop collaborative partnerships to encourage children to bike to school

Performance Measure	Performance Target	2015 Performance
Number of schools actively encouraging children to bike to school	Add 2 schools per year that participate in promoting bicycling to school	Above target



In 2013 and 2014, Safe Kids Wichita Area was the lead organization coordinating Bike to School Day events in Wichita.

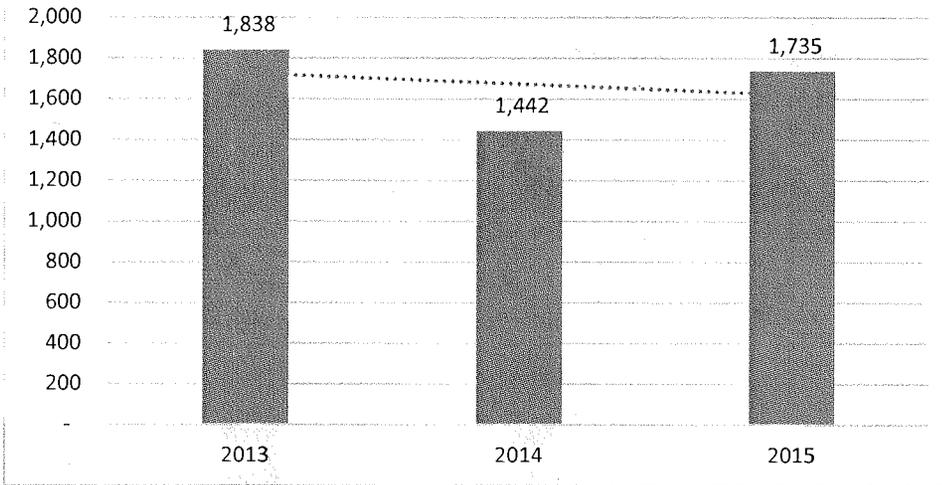
2014 Activity:

- The number of schools participating in Bike to School Day increased by 34 schools, exceeding the performance target.

Strategy 15: Coordinate increased participation in bicycling events in the Wichita area

Performance Measure	Performance Target	2015 Performance
Total number of people participating in all special events	Events demonstrate growth every year	Below target

Estimated Total Number of Wichita Bicycling Event Participants



For the purposes of this performance measure the Wichita Bicycling events were identified by viewing the list on the Kansas Cyclist website. The estimated number of event participants was collected by contacting each of the event organizers.

2015 Activity:

- The total number of Wichita bicycling event participants increased approximately 20 percent from 2014 to 2015.

Strategy 16: First achieve LAB’s Bicycle Friendly Community bronze and then silver status designation

Performance Measure	Performance Target	2015 Performance
Achieve BFC status	Bronze by end of 2015, Silver by 2020	Below target

Activity:

- On June 3, 2014, the Wichita City Council approved the submission of a Bicycle Friendly Community application by the City.
- On February 12, 2015, the City of Wichita submitted a Bicycle Friendly Community application.
- On June 2, 2015, the League of American Bicyclists notified the City that it was recognized with Honorable Mention.

Strategy 17: Work with area businesses and colleges to engage them in the League of American Bicyclists recognition program

Performance Measure	Performance Target	2015 Performance
Number of businesses and university/colleges recognized as "Bicycle Friendly" by the League of American Bicyclists (LAB)	Average of 1 new business or university/college recognized per year	On-target

2015 Activity:

- In 2015, Bicycle X-Change was recognized by the League of American Bicyclists as a Silver Bicycle Friendly Business.

Strategy 18: Enlist opinion leaders in promoting bicycling (e.g., Speakers bureau)

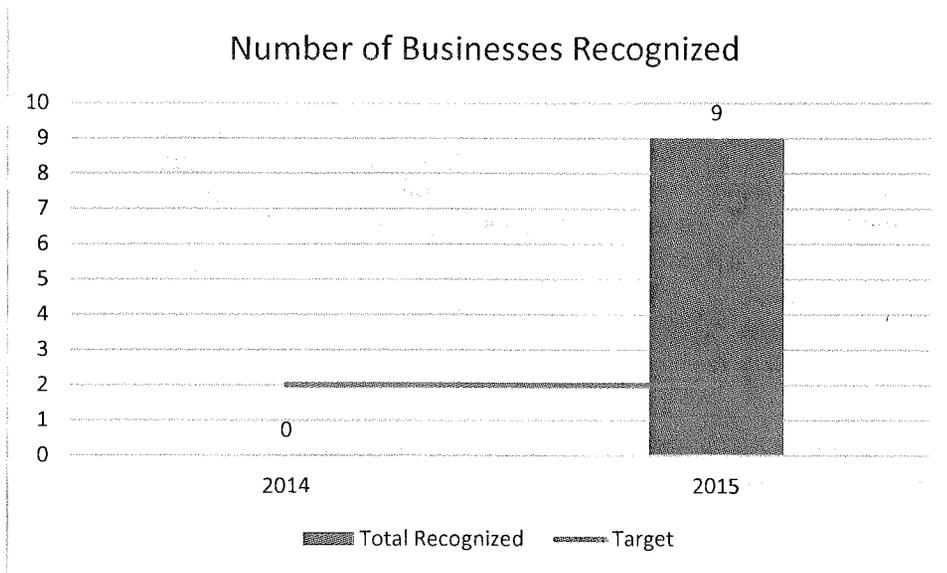
Performance Measure	Performance Target	2015 Performance
Number of events in which local or regionally recognized opinion leaders present	6 events per year	Below target

2015 Activity:

- None

Strategy 19: Engage area businesses in using bicycles in their advertising and other promotions

Performance Measure	Performance Target	2015 Performance
Recognize businesses that use bicycles in their promotions	2 recognitions per year	Above target



Activity: The following businesses were recognized in 2015 by the WBPAB.

- Continental Cyclery
- Reverie Coffee Shop
- Heartland Bicycles
- Fork and Fennel Restaurant
- Apostle Bike Works
- Bicycle Peddler
- Bicycle X-Change
- Tom Sawyer Bicycle Shop
- L&M Cycle and Fitness

Strategy 20: Adopt policies to ensure that the City’s project planning and review processes account for bicycle facilities

Performance Measure	Performance Target	2015 Performance
Adoption of routine accommodation policy and integration into project planning and review processes	Adoption of routine accommodation policy by 2014	On target

2015 Activity:

- A Multi-Modal Work Group of City staff met six times.

Performance Measure	Performance Target	2015 Performance
Adoption of a Complete Streets Policy	Adoption and integration of a Complete Streets Policy by 2016	On target

Activity:

- On December 2, 2014, the Wichita City Council approved resolution 14-341, endorsing the Wichita Multi-Modal Policy. The Multi-Modal Policy directs City staff to consider multiple forms of transportation (i.e. walking, bicycling, transit, etc.) during construction and maintenance activities.

Performance Measure	Performance Target	2015 Performance
Adoption of a Complete Change standard cross-section for arterial streets to include appropriate bicycle facilities	Adoption and integration of arterial street cross sections by 2015	Completed

Activity:

- On December 2, 2014, the Wichita City Council approved resolution 14-341, endorsing the Wichita Street Design Guidelines. The Street Design Guidelines provide design guidance for public streets, including arterial streets. The document includes descriptions of Wichita best practices and guidance for implementation of the Multi-Modal Policy.

Strategy 21: Update the Unified Zoning Code to provide incentives for both office and retail developments/redevelopments to provide secure and conveniently located bicycle parking

Performance Measure	Performance Target	2015 Performance
Updating of Unified Zoning Code	By 2015	Below target

2015 Activity:

- None

Strategy 22: Create policy for installing facilities that are isolated segments

Performance Measure	Performance Target	2015 Performance
Create policy	Adopt and implement policy by 2013	Completed

2014 Activity:

- On December 2, 2014, the Wichita City Council approved resolution 14-341, endorsing the Wichita Street Design Guidelines. The Street Design Guidelines provide design guidance for public streets, including arterial streets. The document includes descriptions of Wichita best practices and guidance for implementation of

the Multi-Modal Policy, including guidance for installation of facilities that are isolated segments.

Strategy 23: Create policy for reserving space for future facilities (e.g., space for bike lane that is added later)

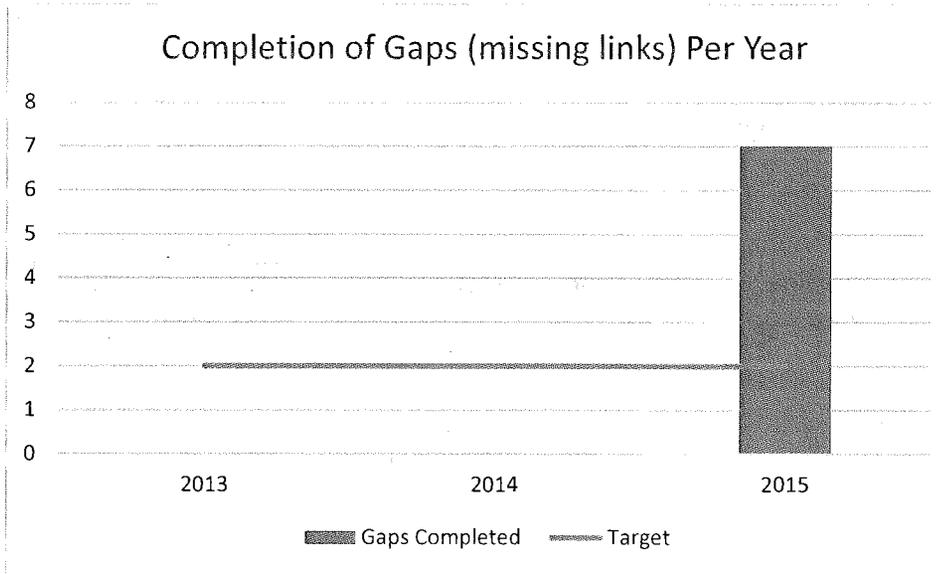
Performance Measure	Performance Target	2015 Performance
Create policy	Adopt and implement policy by 2013	Completed

Activity:

- On December 2, 2014, the Wichita City Council approved resolution 14-341, endorsing the Wichita Street Design Guidelines. The Street Design Guidelines provide design guidance for public streets, including arterial streets. The document includes descriptions of Wichita best practices and guidance for implementation of the Multi-Modal Policy, including guidance for reserving space for future facilities.

Strategy 24: Prioritize funding to complete gaps (missing links) in the bikeway network

Performance Measure	Performance Target	2015 Performance
Number of gaps completed	Complete a minimum of two gaps per year	On target



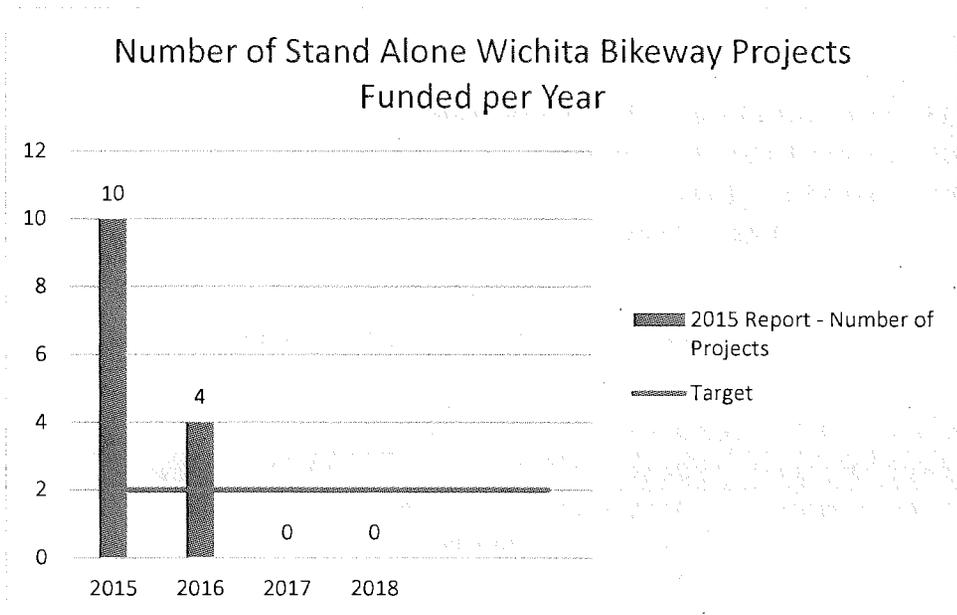
2015 Activity:

- The bikeways installed in 2015 completed seven (7) gaps/missing links between bikeways.

Strategy 25: Fund through CIP, annual programs and grants

Performance Measure	Performance Target	2015 Performance
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Funding of priority stand-alone projects	Fund at least 2 priority stand-alone projects per year	Above target
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For the purposes of this performance measure, the following definitions apply.

Stand Alone: a category of project that is not undertaken as part of other project (i.e. adding bike lanes as part of a road resurfacing project).

Project: an on or off-street bikeway new construction project that is undertaken by the City of Wichita and/or connects to the City of Wichita Bicycle Network.

Funded: 1) non-City funding award(s) programmed (i.e. federal Transportation Alternatives, CMAQ, etc.); 2) project specific line item in the City CIP for the identified year that includes bicycle facilities; or 3) City Council approved construction contract for projects that do not meet the prior to criteria.

The timeframe for this performance measure is 2018, the last year of the most recent Wichita Area Metropolitan Area Planning Organization (WAMPO) 2015 Transportation Improvement Plan (TIP). The WAMPO TIP programs federal transportation funding for the Wichita region.

Below is a brief listing of the title of the projects and the years in which they meet the criteria above.

- 2015 Redbud - I-135 to Oliver
- 2015 Redbud - Oliver to Woodlawn
- 2015 1st and 2nd Streets - Grove to Seneca
- 2015 Market and Topeka - 21st St. to Kellogg
- 2015 Armour Bicycle Boulevard
- 2015 Sycamore Bikeway

- 2015 Schweiter Bikeway
- 2015 K-96 Path at Chisholm Creek and GPNC
- 2015 Redbud - Andover
- 2015 Aviation Pathway

- 2016 Market and Topeka - 21st St. to Kellogg
- 2016 9th and Mclean Blvd Crossing
- 2016 Green Street Bikeway
- 2016 17th and 18th St. Bikeway

2015 Activity:

- The City of Wichita constructed 8 bikeway projects in 2015.

Strategy 26: Allocate staffing to implement this plan

Performance Measure	Performance Target	2015 Performance
Meet targets of yearly work plan	As agreed to with the Wichita Bicycle and Pedestrian Advisory Board	Below target

2015 Activity:

- It is estimated that the City of Wichita accomplished approximately 84 percent of the activities identified in the Wichita Bicycle Master Plan 2015 Annual Implementation Work Plan.

Strategy 27: Create a bicycle advisory board

Performance Measure	Performance Target	2015 Performance
Create a bicycle advisory board	In 2013	Completed

2015 Activity:

- On February 5, 2013, the City Council approved Ordinance 49-441, creating the Wichita Bicycle and Pedestrian Advisory Board.

Strategy 28: Update the bicycle master plan on a regular basis

Performance Measure	Performance Target	2015 Performance
Updating of Wichita Bicycle Master Plan	Update every 4 years	On target

2015 Activity:

- On August 10, 2015, the WPAB approved a motion to update the list of top priority off-street bicycle facilities in the Wichita Bicycle Master Plan. The update was not presented to the City Council in 2015 and the WPAB subsequently approved a revised update recommendation in early 2016.

Strategy 29: Publish an annual implementation work plan

Performance Measure	Performance Target	2015 Performance
Bicycle and Pedestrian Advisory Board approves City work plan	Approve annually starting in 2013	On target

Activity:

- The City of Wichita published a Wichita Bicycle and Pedestrian Advisory Board approved work plan in 2015.

Strategy 30: Establish performance measures to monitor progress

Performance Measure	Performance Target	2015 Performance
Performance measures included in this plan	Meet performance targets	On target

Activity: None

- The City of Wichita published a 2014 Wichita Bicycle Master Plan Annual Implementation Report.

ⁱ 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 2015, 11 miles of bicycle lanes were installed.

ⁱⁱ 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 2015, 8.5 miles of bicycle boulevards and shared lane markings were installed.

ⁱⁱⁱ 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 2015, 4.8 miles of shared use paths along the Priority Bicycle Network were installed.

^{iv} 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 2015, the City installed 1.4 miles of Priority Bicycle Network side paths.

^v 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.

