

# Bicycle and Pedestrian Advisory Board

Monday, August 8, 2016

5:30 – 7:35 P.M.

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



## Agenda

<u>Item</u>	<u>Time</u>	<u>Description</u>
1.	5:30 pm	<b>Call to Order</b> Jack Brown, Chairperson
2.	5:31 pm	<b>Approve Previous Meeting Notes</b> Jack Brown, Chairperson
3.	5:35 pm	<b>Public Comments</b>
4.	6:00 pm	<b>HAWK Signal Designs</b> Paul Gunzelman, Assistant City Engineer, will provide a review of the HAWK signals use and effectiveness.
5.	6:15 pm	<b>Market and Topeka Bikeways Designs – Mt. Vernon to Pawnee</b> Paul Gunzelman, Assistant City Engineer, will present the draft designs.
6.	6:25 pm	<b>9<sup>th</sup> Street Designs – I-135 to Hillside</b> Paul Gunzelman, Assistant City Engineer, will present the designs approved by the City Council.
7.	6:40 pm	<b>Bicycling Under the Influence City of Wichita Municipal Code</b> Jan Jarman, Assistant City Attorney, will present proposed changes to the Municipal Code regarding bicycling under the influence.
8.	7:10 pm	<b>Kansas Health Foundation Grant Application</b> Scott Wadle, Senior Planner, will present a proposed grant application.
9.	7:35 pm	<b>Bicycle Friendly Community Application</b> Scott Wadle, Senior Planner, will present the proposed application to the board for a recommendation to the City Council.
10.	7:45 pm	<b>WBPAB Officers Voting</b> Jack Brown, Chairperson, will introduce the topic of voting for officers.
11.	7:55 pm	<b>Board Member Project Reports</b> Jack Brown, Chairperson
12.	8:00 pm	<b>Announcements</b> Jack Brown, Chairperson
13.	8:05 pm	<b>Closing Thoughts</b> Jack Brown, Chairperson

Notice – City Council Members may attend this meeting.



# Bicycle and Pedestrian Advisory Board

Monday, July 11, 2016

5:30 – 7 p.m.

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

## Meeting Notes

<b>Members Present:</b> Melany Barnes, Jack Brown, James Crowder, Russell Fox, Jerry Jones, Tom Lasater, Tyler Stutzman, George Theoharis, Maxine Bostic
<b>Members Absent:</b> Barry Carroll
<b>City Staff:</b> Paul Gunzelman, Jennifer Magana, Jan Jarman, Mark Manning, Scott Wadle
<b>Guests:</b> Jane Byrnes, Don Hansen, Hoyt Hillman, Jim Howell, Alan Kailer, Janet Wiele, Lonny Wright

Item	Description
1.	<b>Call to Order:</b> Jack Brown, chairperson, welcomed city staff and guests and called the meeting to order at 5:30pm.
2.	<b>Rapid Flash Beacon Crossing – Redbud Path and Woodlawn:</b> Due to the initial absence of a quorum of members, Chairperson Brown went ahead to Paul Gunzelman’s presentation of information gained through a video recording of the responsiveness of both cyclists and drivers to the Rapid Flash Beacon installed at the Redbud Path and Woodlawn – The recording was made on May 7, at 9am and then again at noon – One the consensus from the discussion following viewing the recording was that more concrete should be poured at the point of the post with the button for crossing Woodlawn while going north, to make it easier for cyclists to access – James Crowder wondered if a Hawk Signal (such as has been installed at a couple of points along the Woodchuck Bike Blvd.) might work better – Paul said that his office would review the recording further to see how things along Woodlawn look at rush hour.
3.	<b>Previous Meeting Notes:</b> Enough members had arrived by 5:50pm for a quorum to be achieved, and Jack presented the minutes for review – They were approved with a vote of 7-0.
4.	<p><b>Bicycle Ordinance Update:</b> Chairperson Brown, requested that the Law Department staff present the item on bicycling under the influence. Jan Jarman from the Law Department provided a presentation. She indicated that the City Municipal Code and the Kansas State statues regarding riding a bicycle under the influence of alcohol do not currently match due to recent changes by the State. The State does not currently prohibit bicycling while under the influence, but City municipal code does. Ms. Jarman indicated that in the past, the City’s default has been to changes the municipal code to reflect the state statutes. Ms. Jarman highlighted the following challenges with the current situation.</p> <p>a) Prosecutors and judges are not allowed to look into a case to know why a</p>

	<p>person was found guilty of a crime, so they unable to tell if DUI is from bicycling under the influence or driving under the influence. As a result, judges have been throwing out DUI convictions from Wichita.</p> <p><b>b)</b> By State Statute, to be found guilty of drunk driving – a breathalyzer test is required. This can create difficulty for getting bicycling under the influence convictions.</p> <p>Ms. Jarman presented draft change to the Municipal Code, for the WBPAB members to consider. She emphasized that staff were not recommending any actions at this meeting, simply collecting feedback at this time. The draft changes would make bicycling under the influence a misdemeanor offence. This would have the following benefits.</p> <p><b>c)</b> It would enable Wichita police to issue citations to people bicycling under the influence.</p> <p><b>d)</b> It would prevent the legal confusion described above, by making bicycling under the influence clearly separate from driving under the influence. Jennifer agreed that she should discuss the proposed BUI with the police department and others in city government, but that this was a problem that she wanted to see the city address soon.</p> <p>Below are highlights from the WBPAB discussion.</p> <p><b>e)</b> A WBPAB member asked whether bicycling under the influence is a problem and whether the problematic behaviors were already regulated by existing State statutes or sections of the Municipal Code.</p> <p style="padding-left: 40px;"><b>a.</b> Staff responded that approximately 2 DUI citations for bicyclists occur per year.</p> <p><b>f)</b> Another WBPAB member observed that this is only a problem because of the actions of the lawyers in question, but that it would be easier to conform to state law and attempt to find a local alternative, than to either wait on and work for changing state law, or to change the legal culture</p> <p><b>g)</b> A WBPAB member inquired why the city would want to go along with the State changes, rather than challenging the State to change its laws to match Wichita’s –</p>
<p>5.</p>	<p><b>City of Wichita Proposed 2017-2018 Budget:</b> Mark Manning was present, but needed to leave due to a schedule conflict with a scheduled presentation at District Advisory Board II. Scott Wadle provided information about the proposed budget and impacts to bicycling and walking, based on notes from Mr. Manning. First, Scott explained that the Wichita-Sedgwick County Metropolitan Area Planning Department has historically been funded 50/50 by the City of Wichita and Sedgwick County, and that the County reduced it’s funding for the 2016 budget year due to a desire to not fund the following Planning Department functions: bicycle and pedestrian planning, historic preservation planning, and HUD environmental reviews. In the proposed City of Wichita 2017-2018 budget, it is proposed that a new position be created in the City Manager’s Office. Scott Handed out a copy of pages from the proposed budget with the description of the 2017-18 Budget Highlights and the issue item on Consolidating Parking and Mobility.</p>

	<p>Other highlights from the proposed 2017-18 budget included the following.</p> <ul style="list-style-type: none"> <li>• Continued funding for 2 staff in Public Works Street Maintenance for bike path maintenance</li> <li>• Increased funding of \$250,000 for pilot street preservation projects</li> <li>• Continued funding of \$8 million for street maintenance</li> </ul>
6.	<p><b>Bicycle Wayfinding System Plan:</b> Scott Wadle presented the final version of the Wayfinding System Plan, reviewing its originally stated goals, the design work which went into shaping the proposed signs, the discussion conducted by the Wayfinding committee, and so forth – The Bicycle-Pedestrian Advisory Board voted 7-0 to recommend the Wayfinding System Plan to the Wichita City Council –</p>
7.	<p><b>Bicycle Friendly Community Application:</b> Scott Wadle presented to the Board a proposal that Wichita try again to apply for a Bicycle Friendly Community grant, the previous application having been turned down – It was suggested that, this time around, perhaps greater public input could be solicited as part of the application process, including a public meeting to review the application before it is submitted – The Board expressed its consensus that another try is worth attempting –</p>
8.	<p><b>Multi-Modal Work Group 2015 Activity Report:</b> Scott Wadle presented and reviewed the Multi-Modal Work Group’s 2015 Activity Report – Running through the recommendations which the MMWG have put forward, James Crowder expressed some concern about the exception being made for the 13<sup>th</sup> St. maintenance project. Scott responded that the exception was recommended for the 13<sup>th</sup> Street maintenance project due to the length and location of the project. George Theoharis has similar concerns about the decision not to review the project once outlined along Pawnee – Scott indicated that the Pawnee project was already completed with design by the time the MMWG was up and running, so it was too late to review the project. In response to a question, Scott indicated that the MMWG is chaired by the Assistant City Manager, Scot Rigby.</p>
9.	<p><b>Annual WBPAB Letter to City Council:</b> Jack Brown then presented a draft of his cover letter for the third annual report from the WBPAB – The draft was received well by the Board, with a few minimal language recommendations being made.</p>
10.	<p><b>Board Members Project Reports:</b> Jack asked about project reports, with James Crowder being the only reporter, stating that the work at Edgemoor along 13<sup>th</sup> St. had been completed.</p>
11.	<p><b>Announcements:</b> Jack then opened the meeting to announcements by the board members. There was a brief discussion between about whether it might be appropriate, given the cycling-centric nature of much of the work that the BPAB engages in, for there to be a separate Pedestrian Advisory Board, with George expressing a concern that had been voiced in the past by Jane Byrnes and others – Melany Barnes argued, with supporting comments from Jack, that the BPAD has, in fact, responded to pedestrian concerns, partly because the kind of civic and construction projects which the Board researches and recommends almost always involve improving walkability along with cyclability – Moreover, as a Board that</p>

	promotes broadly multi-faceted activities and improvements, such as the proposed Open Streets ICT event, our actions tie the interests of cyclists and pedestrians closely together – Thomas also pointed out that the creation of a separate Pedestrian Advisor Board would water down the influence which the BPAD has been able to achieve in promoting its aims overall, not to mention potentially creating a competitive attitude between two groups whose needs are usually the same.
12.	<b>Closing Thoughts:</b> With the end of comments, and the arrival of Maxine at 7pm, Jack ended the meeting at 7pm.

The next regularly scheduled meeting will be held on Monday, **August 8th**, 2016.

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

Respectfully submitted,



*Russell Fox*  
Board Member

**Wichita Bicycle and Pedestrian Advisory Board**

August 8, 2016

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

**FROM:** City of Wichita Law Department

**SUBJECT:** Bicycling Under the Influence

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**Recommendation:** It is recommended that the Wichita Bicycle and Pedestrian Advisory Board (Board) support the amendment to the City of Wichita definition of vehicle to mirror state law and recommend the new ordinance of Bicycling Under the Influence to be placed under Title 11.48.

**Background:** In the beginning of 2016, the Law Department was contacted by a representative from the Sedgwick County District Attorney's Office. The DA's office has experienced a number of motions disqualifying City of Wichita priors that enhance misdemeanors to felony status. A third or subsequent DUI is a felony in Kansas and in Sedgwick County it is not uncommon for both priors to come out of Wichita Municipal Court. Because the definition of vehicle differs between the state and city, defense attorneys seek to disqualify priors that would not comport with the state statute. Specifically, a person can be charged with a DUI on a bicycle under city ordinance but not state statute. Defense attorneys sought to disqualify all municipal convictions on the chance that it might have been a bicycle DUI. This argument has caused additional work and worry for those who prosecute felony DUI's.

**Analysis:** The City of Wichita rarely prosecutes DUI on a bicycle. While it is not possible to assert an actual number, anecdotally it is probably one or two a year at most. Bicycle DUI's do not carry the same penalty as a DUI in a vehicle in terms of driver's license. A person's driver's license cannot be suspended for DUI on a bicycle nor can it be suspended for refusing sobriety tests. In spite of the lower penalty, as it is currently written, officers have to follow the same set of procedures whether it is a car or bicycle. The difficulty in working bicycle DUI's combined with the problems they have been causing is what has led to the low number of cases worked. Amending the City definition to match state law resolves the issues faced at the DA's office. Creating a Bicycling Under the Influence ordinance under Chapter 11.48 allows a more reasonable approach to prosecuting BUI. The standard changes from a per se violation to one of public safety. A person could consume alcohol and ride a bicycle with the illegal threshold crossed at the point they become a hazard to themselves or others. Officers would not be required to administer lengthy tests that accompany automobile DUI's. Citizens would be afforded the opportunity to request testing to preserve their defense if they are denying the use of alcohol or drugs. Proving the cyclist is causing a hazard is a reasonable person standard similar to the wording in the Pedestrian Under the Influence ordinance that already exists in Municipal Code.

**Financial Considerations:** Since DUI's on bicycles are extremely rare in Municipal Court, adopting a new ordinance could increase the number of BUI's written. Some revenue would be generated by additional cases.

## Bicycling Under the Influence of drugs and/or alcohol

1. No person shall ride or attempt to ride a bicycle on any sidewalk, street, roadway, highway, or public path set aside for the exclusive use of pedestrian and bicycle traffic, including all public parks and playgrounds or other property under the ownership, jurisdiction or control of the City, the Board of Park Commissioners or any other agency created to provide a public service, while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug to a degree which renders such person a hazard.
2. Any person arrested for a violation of this section may request to have a chemical test made of the person's blood, breath, or urine for the purpose of determining the alcoholic or drug content of that person's blood, and, if so requested, the arresting officer shall have discretion as to the appropriate test to be performed.
3. Any person, who, within the corporate limits of the City of Wichita, violates any of the provisions of this chapter shall be guilty of a misdemeanor and upon conviction shall be punished by a fine not to exceed one thousand dollars (\$1,000.00), or by six (6) month's imprisonment, or by both such fine and imprisonment.

## Application: Wichita, Kansas | 00786

Started at: 7/05/2016 12:12 PM - Finalized at: N/A

Round: Fall 2016

### Page: BFC: Application Intro

Question	Answer
Community Name:	Wichita, Kansas
Has the community applied to the Bicycle Friendly Community program before?	Yes
<i>If awarded, the following links will appear on your BFA Award Profile on the League's <a href="#">Connect Locally Map</a>.</i>	
Community Website: (if applicable)	www.wichita.gov
Community's Twitter URL: (if applicable)	https://twitter.com/CityofWichita? ref_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Eauthor
Community's Facebook URL: (if applicable)	https://www.facebook.com/cityofwichita/

### Page: BFC: Contact Information

Question	Answer
Applicant First Name	Scott
Applicant Last Name	Wadle
Job Title	Senior Planner
Department	Wichita-Sedgwick County Metropolitan Area Planning Department

Employer	Wichita-Sedgwick County Metropolitan Area Planning Department
Street Address (No PO Box, please)	455 N Main Street, 10th Floor
City	Wichita
State	Kansas
Zip	67202
Phone #	3163524855
Email Address	swadle@wichita.gov
List the names, email address and affiliation of all other individuals that are working with you on this application.	<p>Paul Gunzelman, Assistant City Engineer, City of Wichita Public Works &amp; Utilities Department  pgunzelman@wichita.gov</p> <p>Larry Hoetmer, Landscape Architect, City of Wichita Park Department</p> <p>Jack Brown, Wichita Bicycle and Pedestrian Advisory Board</p> <p>Michelle Stroot, Wichita Transit</p> <p>Russell Fox, Wichita Bicycle and Pedestrian Advisory Board</p> <p>Barry Carroll, Wichita Bicycle and Pedestrian Advisory Board &amp; Bike Walk Wichita</p> <p>George Theoharris, Wichita Bicycle and Pedestrian Advisory Board</p> <p>James Crowder, Wichita Bicycle and Pedestrian Advisory Board</p> <p>Maxine Bostic, Wichita Bicycle and Pedestrian Advisory Board</p> <p>Jerry Jones, Wichita Bicycle and Pedestrian Advisory Board</p> <p>Melanie Barnes, Wichita Bicycle and Pedestrian Advisory Board</p> <p>Tyler Stutzman, Wichita Bicycle and Pedestrian Advisory Board</p> <p>ThomasLasater, Wichita Bicycle and Pedestrian Advisory Board</p>
List all bicycle, active transportation, and transportation equity advocacy groups in your community, if any. Provide the name and email of the primary contact for each group.  NOTE: If the primary contact of a group is already listed above, please list an alternative contact.	<p>Bike Walk Wichita, Kim Neufield, President, bikewalkwichita@gmail.com</p> <p>Health ICT, Becky Tuttle, Project Manager, beckytuttle@med-soc.org</p> <p>Prairie Travelers, Ruth Holiday, bpedaler@sbcglobal.net</p> <p>Kansas Single Track Society, Aaron Santry, bikeidiot@cox.net</p> <p>Oz Bicycle Club, Helen Wait, hwait@cox.net</p>

## Page: BFC: Community Profile

Question	Answer
<p><b>Please note:</b> The application will refer to your type of jurisdiction as <b>'community'</b> throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.</p>	
A1. Name of Community:  (Please omit "City of", "Town of", etc.)	Wichita
A2. County/ Borough/Parish:	Sedgwick
A3. State:	Kansas
A4. Link to map of community boundaries:  (e.g. <a href="#">Google Maps</a> )	<a href="http://gis.sedgwick.gov/pdfmaps/county/default4.asp">http://gis.sedgwick.gov/pdfmaps/county/default4.asp</a>
A5. Please list all Census-defined geographies (e.g. a Census Designated Place or County) that you would like us to use for commuting, demographic , and other data collection.  Please pick the fewest geographies that accurately capture your community boundaries. If you are not sure of the best geographies, please refer to the Reference Maps available through the Census Bureau's American Factfinder website.	Wichita city, Kansas
A6. Type of Jurisdiction	Town/City/Municipality

A7. Size of community (in sq. mi. of land area)	163.92
A8. Total Population:	385518
A9. Population Density: (Person per sq. mi. of land area)	2350
A10. Which of the following best describe your community? Check all that apply.	Urban core surrounded by low density suburban areas
A11. What is the street network density? (centerline miles of road per sq. mi. of land area)	10.1-15.0
<i>(For internal use only.)</i>	
Name	Jeff Longwell
Title	Mayor
Street Address	455 N Main Street, 1st Floor
City	Wichita
State	Kansas
Zip	67202
Phone	3162684331
Email	JLongwell@wichita.gov

## Page: BFC: Engineering

Question	Answer
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B1. Does your community currently have any of the following policies in place?	Local Complete Streets policy
B1a. What year was the policy adopted?	2014
B1b. Please provide a link to the policy.	<a href="http://www.wichita.gov/Government/Departments/Planning/Pages/Multi-ModalPolicyandStreetDesignGuidance.aspx">http://www.wichita.gov/Government/Departments/Planning/Pages/Multi-ModalPolicyandStreetDesignGuidance.aspx</a>
B1c. Since the adoption of the policy, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?	More than 75%
B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?	No
B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.	Mixed-use zoning or incentives, Planned Unit Development zoning, Connectivity policy or standards
B4. Does your community currently have any of the following street design	Design manual that meets current AASHTO standards, Design manual that meets current NACTO standards, Streetscape design guidelines

<p>policies in place that promote a more comfortable cycling environment? Check all that apply.</p>	
<p>B5. Does your community currently have any of the following additional policies in place? Check all that apply.</p>	<p>Policy to preserve abandoned rail corridors for multi-use trails, No minimum car parking standards , Paid public parking , Shared-parking allowances</p>
<p>B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.</p>	<p>Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course, Staff participate in bicycle-specific conferences/trainings/educational tours, Webinars , Internal peer training, Training by outside consultant/advocate</p>
<p>B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.</p>	<p>Public uncovered bike racks, Public covered bike racks, Bike valet parking available at community events</p>
<p>B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.</p>	<p>Publicly accessible bicycle repair stations, Publicly accessible air pumps</p>
<p>B9. Do your standards for bicycle parking: Check all that apply.</p>	<p>No standards</p>
<p>B10. What percentage of public and private bike racks conform with APBP guidelines?  <a href="#">Review APBP's Bike Parking Guidelines here.</a></p>	<p>11-25%</p>

<p>B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.</p>	<p>Libraries, Parks &amp; recreation centers, Other government-owned buildings and facilities, Event venues (e.g. convention center, movie complex)</p>
<p>B12. Does your community have a rail transit or bus system?</p>	<p>Yes</p>
<p>B12a. Are bikes allowed inside transit vehicles, including buses? Check all that apply.</p>	<p>None of the above</p>
<p>B12b. What percentage of buses are equipped with bike racks?</p>	<p>100%</p>
<p>B12c. What percentage of transit stops are equipped with secure and convenient bike parking?</p>	<p>11-25%</p>
<p>B12d. Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?</p>	<p>Yes</p>
<p>Please describe any bicycle infrastructure investments around major transit stops that have improved</p>	<p>The City of Wichita has installed 375 bicycle racks at transit stop locations throughout Wichita (approximately 125 stop locations total) and an additional 52 racks along Douglas Avenue as part of the Douglas Avenue TOD project.</p> <p>The City of Wichita has also installed nearly 35 miles of bikeways in the past 1.5 years. The</p>

accessibility.	bikeways intersect with many of the Wichita Transit routes.
B12e. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.	Cyclists can practice mounting their bike on a bus bike rack at community events
B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?	Yes
<b>Answer all that apply. (in miles)</b>	
Paved shared use paths (≥10 feet)	68
Paved shared use paths (≥ 8 and <10 feet)	2
Unpaved shared use paths (≥10 feet)	3
Unpaved shared use paths (≥ 8 and <10 feet)	0
Singletrack	3.5
B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.	Bike/pedestrian overpasses/underpasses, Raised path crossings, Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Signalized crossings
B13c. What measures have been taken to improve the safety and	"Cut-throughs" that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Parallel but separated paths for bicyclists and pedestrians, Signage or markings to designate right-of-way on shared-use paths

convenience of bicyclists on off-street paths? Check all that apply.	
Sweeping	Quarterly or more frequently
Vegetation maintenance	Quarterly or more frequently
Snow and ice clearance	Never
Surface repair	Within one month of complaint or longer
B14. What is the centerline mileage of your total road network (including federal, state, county and private roads)?	2172
(in centerline miles)	
≤25mph	0
>25mph and ≤35mph	1765
>35mph	380
B16. Does your community have on-street bicycle facilities?	Yes
B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?	No
B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25mph and ≤35mph?	Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Shared lane markings 14

Wide paved shoulders (ridable surface  $\geq 4$  feet, and minimum clear path of  $\geq 4$  feet between rumble strips) 1.4

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface  $\geq 4$  feet) 10.8

Buffered bike lanes 6.3

Protected bike lanes (one-way or two-way) 0

Raised cycle tracks (one-way or two-way) 0

B16c. Are there any on-street bicycle facilities on roads with posted speeds of  $>35$ mph? Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Wide paved shoulders (ridable surface  $\geq 4$  feet, and minimum clear path of  $\geq 4$  feet between rumble strips) 0

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface  $\geq 4$  feet) 0.07

Buffered bike lanes 0

Protected bike lanes (one-way or two-way) 0

Raised cycle tracks (one-way or two-way)	0
Sweeping	Same time as other travel lanes
Snow and ice clearance	Same time as other travel lanes
Pothole maintenance/surface repair	Within one week of complaint
B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?	Yes
If yes, please explain.	The City closed off the Little Arkanas Path due to maintenance concerns. The Path was not highly used and did not connect to other bikeways. The City applied for federal funds to replace the path but was unsuccessful.
B18. How has your community calmed traffic? Check all that apply.	Physically altered the road layout or appearance , Converted one-way streets to two-way traffic, Road diets , Lane diets, Shared Space/Home Zone/Living Street/Woonerf
B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.	Removal of on-street car parking, Signed bike routes, Bicycle-friendly storm sewer grates
B20. Are there any signalized intersections in your community?	Yes
B20a. Which of the following accommodations are available at signalized intersections to	Video or microwave detection for demand-activated signals, Demand activated signals with loop detector (and marking), Push-buttons that are accessible from the road, Timed signals, Advanced Stop Line or Bike Box, Colored bike lanes in conflict areas, Intersection crossing markings for bicycles, Refuge islands, Right corner islands ("pork chops")

improve conditions for bicyclists?	
<i>Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.</i>	
B21. Does your community currently have a community-wide bike sharing program that is open to the general public?	No
<p>Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.</p>	
B22. Which of the following bicycling amenities are available within your community boundaries? Check all that apply	BMX track, Mountain bike park, Bicycle-accessible skate park
B23. Which of the following safety amenities are available in your community? Check all that apply	Street lighting on most arterials, Street lighting on most non-arterials, Lighting of most shared-use paths
B24. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.	<p>Since 2013, the City of Wichita has made significant efforts to improve conditions for bicycling. These efforts include the installation of nearly 34 miles of bikeways since the beginning of 2015 and introducing new types of transportation infrastructure to Wichita. These new bikeways include buffered bike lanes north and south, east and west through downtown; paving a rail-to-trails corridor; and constructing shared lane marking bicycle boulevards through neighborhoods. In 2016 and for 2017 the Wichita City Council has approved \$150,000 to fund a maintenance crew to work exclusively on paths. Their efforts have significantly improved the pavement along nearly 7 miles of paths to date. The City has also worked to add bikeways as a reporting option on the mobile application maintenance reporting tool. Some of the new technologies implemented in Wichita include the following – two stage turn ques, HAWK signals, rapid flash beacons, and green pavement markings. The City has also developed a draft Wichita Bicycle Wayfinding System Plan and hopes to have initial implementation begin in early 2017.</p> <p>Clarification on pavement maintenance - the City responds to pothole complains within 24 hours. The turn around time for resolving other pavement issues depends on the severity and priorities.</p>

Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.

## Page: BFC: Education

Question	Answer
C1. Do any public or private elementary schools offer regular bicycle education to students?	N/A - No elementary schools
C2. Do any public or private middle schools offer regular bicycle education to students?	N/A - No middle schools
C3. Do any public or private high schools offer regular bicycle education to students?	N/A - No high schools
C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.	Learn to ride classes, Bike clinics or rodeos, Scouts bicycle training, Youth development road or cross racing teams, Helmet fit seminars, Safety town area, Summer camps
C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?	Yes
C5a. What type of	Classes that include on-bike instruction, Classroom-based classes , Information

classes are available for adults? Check all that apply.	sessions/workshops
C5b. What topics are covered in these classes? Check all that apply.	Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics
C5c. Who teaches these classes? Check all that apply.	League Cycling Instructor, Local bike shop employee, Local bicycle advocate, Local law enforcement officer
C5d. On average, how often are these classes offered?	Monthly or more frequently
C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?	Yes
C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.	Community-wide public education campaign, Community-wide Bicycle Ambassador program, Educational group rides, Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Neighborhood listserve, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Table or booth at community events
C7. Which of the following information is shared using the methods checked above? Check all that apply.	Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention, Riding in inclement weather, Family biking
C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-	Women , People of Color, Non-English speakers, Low-income populations , ADA community, Homeless community, None of the above

<p>underrepresented groups? Check all that apply.</p>	
<p>C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.</p>	<p>Share the Road educational videos on community website/TV channel/social media, Neighborhood listserves, Flyer/handout , Info sessions/lunch seminars, Share the Road, Bicycles May Use Full Lane, or other bicycle-related traffic signs</p>
<p>C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.</p>	<p>Transit operators</p>
<p>C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?</p> <p><a href="#">Learn more about the League Cycling Instructor (LCI) program</a>, or <a href="#">search for LCIs in your community</a>.</p>	<p>9</p>
<p>C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?</p> <p>Learn more about the League's <a href="#">Smart Cycling materials</a></p>	<p>Smart Cycling Quick Guide</p>

and <a href="#">videos</a> .	
<p>C13. Describe any other education efforts in your community that promote safe cycling.</p> <p>Use this space to expand on answers checked above, or to describe additional educational programs or services that have not yet been covered.</p>	<p>The City of Wichita has partnered with a variety of organizations (including but not limited to: Bike Walk Wichita, Safe Kids, KDOT, US DOT, Kansas Health Foundation and others) to undertake education efforts to promote safe cycling. Examples of those partnerships include the following. The City utilized nearly \$50,000 of grant funding from the Kansas Health Foundation to develop a training module for the Wichita Police Department, to develop a communications outreach plan to reduce behaviors that lead to more frequent and severe crashes, and to get individuals in the community trained as League Certified Instructors. The training module has been completed and the WPD trainings are scheduled to occur in the spring of 2017. The communications outreach plan has been completed and the City is currently applying for \$50,000 from the Kansas Department of Transportation to implement the outreach plan. Approximately 10 individuals in Wichita are now LCIs and have taught 23 classes with approximately 184 participants.</p> <p>In addition, the City has secured two rounds of US DOT Section 402 funding to purchase and distribute nearly 1,400 sets of bicycle lights, 100 reflector kits, and bicycling educational materials. The lights and materials have been distributed through the Wichita Police Department, Wichita recreation centers, Wichita Homeless Outreach Team, and many others.</p>

## Page: BFC: Encouragement

Question	Answer
D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.	Local recognition program for businesses that are bicycle-friendly for their employees and/or customers
D1a. Please provide links for any programs checked above:	The Wichita Bicycle and Pedestrian Advisory Board has periodically recognized local businesses for being friendly to people bicycling. You can find an example in the 2015 October meeting notes. <a href="http://www.wichita.gov/LivePlay/Bicycle/AgendasMinutes/2015-10-12%20Meeting%20Notes.pdf">http://www.wichita.gov/LivePlay/Bicycle/AgendasMinutes/2015-10-12%20Meeting%20Notes.pdf</a>
D2. What other groups actively promote bicycling in the community? Check all that apply.	Downtown Business Association/Business District, Tourism Board
D3. Does your	Yes

<p>community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?</p>	
<p>D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.</p>	<p>Printed/digital bicycle network map</p>
<p>D5. How is National Bike Month/your own dedicated Bike Month promoted in your community? Check all that apply.</p> <p><a href="#">Learn about National Bike Month</a> and see the League's <a href="#">National Bike Month Guide</a> for ideas to improve your community's Bike Month efforts.</p>	<p>Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Bike to Church Day or similar, Community Rides, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Publish a guide or calendar of Bike Month Events, Bike Month Website, Commuter Challenge, National Bike Challenge/Global Bike Challenge, Bike Commuter energizer stations/breakfasts, Kidical Mass Ride, Bike valet parking at events</p>
<p>D6. How is bicycling promoted in your community outside of Bike Month? Check all that apply.</p>	<p>Community and charity rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, Open Streets/Ciclovía/Sunday Parkways, National Bike Challenge/Global Bike Challenge, Triathlons and bicycle races, Publish a guide or calendar of community bicycle events, Bike valet parking at events, Winter Bike to Work/School Day(s), Bicycle-themed festivals/parades/shows, Community celebration/ride each time a bicycle project is completed</p>
<p>D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.</p>	<p>Women , People of Color, Families with toddlers and young children , Non-English speakers</p>

<p>D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.</p>	<p>Organize event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)</p>
<p>D9. Are any of the following cycling clubs/groups active in your community? Check all that apply.</p>	<p>Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, Racing clubs or teams, Senior ride groups, Women-only ride groups, Slow ride group</p>
<p>D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.</p>	<p>Safe Routes to School program, Earn a Bike program, None of the above</p>
<p>D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?</p>	<p>1 shop for every 30,001-50,000 residents</p>
<p>D12. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?</p>	<p>Yes</p>
<p>D12a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government? Check all that apply.</p>	<p>Free bicycle safety accessories for distribution, e.g. helmets or lights, Free PSA or advertising space</p>

<p>D13. Describe any other events, programs or policies your community has to encourage bicycling.</p> <p>Use this space to expand on answers checked above, or to describe additional encouragement efforts that have not yet been covered.</p>	<p>The City of Wichita has partnered with a variety of organizations (including but not limited to: Bike Walk Wichita, Safe Kids, KDOT, US DOT, Kansas Health Foundation and others) to encourage bicycling throughout the community. Examples of those partnerships include the following.</p> <p>The City has secured two rounds of US DOT Section 402 funding to purchase and distribute nearly 1,400 sets of bicycle lights, 100 reflector kits, and bicycling educational materials. The lights and materials have been distributed through the Wichita Police Department, Wichita recreation centers, Wichita Homeless Outreach Team, and many others.</p> <p>The City has partnered with Bike Walk Wichita, Health ICT, the Health and Wellness Coalition of Wichita, and others to promote Bike Month. Efforts include the production of Bike Month videos featuring all of the City Council Members, hosting community breakfast stations, and supporting efforts to promote related events.</p>
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## Page: BFC: Enforcement & Safety

Question	Answer
<p>E1. How does your police department interact with the local cycling community? Check all that apply.</p>	<p>Police department assists with bicycle events/rides, Police department hosts bicycle events/rides, Officers provide bike safety education, Officers distribute bike safety/theft deterrent information, Police officers report potential hazards to traffic engineers and planners to identify sites in need of safety improvements for bicyclists</p>
<p>E2. What percentage of patrol officers are regularly on bikes?</p>	<p>1- 20%</p>
<p>E3. What other public or private bicycle safety programs are in place? Check all that apply.</p>	<p>Helmet giveaways, Light giveaways</p>
<p>E4. What kind of bicycle-related training is offered to police officers? Check all that apply.</p>	<p>Basic academy training, International Police Mountain Bike Association training , Completion of League Cycling Instructor certification by one or more officers, Presentation/Training by League Cycling Instructor or local bicycle advocate, Training on bicycle crash types, numbers and locations</p>
<p>E5. Are there any local ordinances or</p>	<p>Specific penalties for failing to yield to a cyclist when turning , It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' bicyclists, Ban on cell</p>

state laws that protect bicyclists in your community? Check all that apply.	phone use while driving , Ban on texting while driving, Safe passing distance law
E6. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.	Local law requires bicyclists to use side paths regardless of their usability, Restrictions on sidewalk riding inside the Central Business District
E7. Which of the following bicycle-related enforcement practices exist in the community? Check all that apply.	Data-driven enforcement of traffic violations most likely to lead to crashes, injuries, and fatalities
E8. How does your community use traffic citation data? Check all that apply.	Analysis and reports are published and made available to the public on a regular basis, Data/reports are shared with transportation agencies to improve infrastructure
E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?	None of the above
E10. Do police officers report bicyclist crash data?	Yes
E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?	86
E11. On average over the past five calendar years, how many	1.2

<p>bicyclists have died due to a crash involving a motor vehicle annually?</p>	
<p>E12. Describe any other enforcement or safety programs/policies relating to bicycling.</p> <p>Use this space to expand on answers checked above, or to describe additional enforcement or safety programs or policies that have not yet been covered.</p>	<p>With the financial support of the Kansas Health Foundation, the City of Wichita worked with Alta Planning + Design to develop three training course modules for the Wichita Police Department staff. The module topics cover: new bikeway facilities, bicycling and walking related laws, crash statistics and data. City staff are currently scheduled to provide the training to officers during the spring of 2017.</p> <p>The City of Wichita has secured two rounds of grant funding from the US DOT, through KDOT, for the purchase and distribution of bicycle lights and safety materials. A significant portion of the lights and materials have been/are being distributed by the WPD. This provides officers an opportunity to address safety issues not with a ticket, but through provision of the necessary equipment to fix the situation.</p> <p>The City is working to update the municipal code related to bicycling. Typically, these updates are done to help ensure that the City's municipal code reflects the Kansas State Statutes as much as is prudent. Recently, the State of Kansas made bicycling under the influence legal. The Wichita Bicycle and Pedestrian Advisory Board is working with City staff to determine if it is appropriate for the City to update the municipal code to reflect the State Statutes or if a different approach is needed. This conversation reflects the important role that the WBPAB serves and the community dialogue that it facilitates.</p>

## Page: BFC: Evaluation & Planning

Question	Answer
<p>F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?</p>	<p>Promoting bicycling is not a part of anyone's official job description, but at least one staff member has permission to help the community become bicycle-friendly during working hours.</p>
<p>F2. Is there a Safe Routes to School Coordinator?</p>	<p>Promoting Safe Routes to School educational programs and infrastructure improvements is not a part of anyone's official job description, but at least one staff member has permission to help the business become bicycle-friendly during working hours.</p>
<p>F3. How many government employees (including the Bicycle Program</p>	<p>1.5</p>

Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

NOTE: A person that spends 1/10 of their time on bicycle issues would be counted as 0.1 FTE.

F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.

Attend bicycle-related webinars/trainings , Attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences

F5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

F5a. How often does the committee meet?

Monthly or more frequently

F5b. Provide contact information for the Bicycle Advisory Committee Chair.

Jack Brown. jbrown4@kumc.edu

F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?

No

The League of American Bicyclists' mission is to create a Bicycle Friendly America for everyone. EDI is an important part of ensuring that community investments and practices related to bicycling work for everyone and are not distributed

disproportionately to a particular demographic of your community. Everyone deserves safer streets, better mobility, and improved access to community resources and opportunities. We believe that an EDI initiative, committee, or position is important to building a Bicycle Friendly Community so that improvements to bicycling reflect community engagement and areas of need.

F7. Does your community have a comprehensive bicycle master plan or similar section in another document?	Yes
F7a. What year was the plan adopted?	2013
F7b. Provide a link to the plan.	<a href="http://www.wichita.gov/Government/Departments/Planning/Pages/Bicycle.aspx">http://www.wichita.gov/Government/Departments/Planning/Pages/Bicycle.aspx</a>
F7c. Is there a dedicated budget for implementation of the plan?	No
F7d. Does your plan include goals (including project lists) that are evaluated annually?	Yes
F7d1. How many goals/projects do you evaluate progress on annually?	40
F7d2. How many goals/projects did you meet annual target for in the most recent calendar year?	20
F7d3. How many goals/projects have you improved your performance on without meeting your target in most recent calendar year?	20

<p>F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?</p>	<p>The planning process for the Bicycle Master Plan included community focus groups for minority communities and different geographic areas within the city. The Wichita Bicycle and Pedestrian Advisory Board includes 11 members one from each Council District, and 4 by the Manager. The WBPAB includes members of minority communities.</p>
<p>F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.</p>	<p>Parks &amp; Recreation, Metropolitan Planning Organization</p>
<p>F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.</p>	<p>Transit stops, Parks &amp; recreation centers</p>
<p>F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?</p>	<p>2%</p>
<p>F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)</p>	<p>Yes</p>
<p>F11a. Please describe.</p>	<p>The City has utilized City administered HUD Community Development Block Grant funding to install the Market and Topeka bikeways, Green Street bikeway, and 9th and Mclean Boulevard</p>

	crossing. HUD CDBG funding is specifically targeted to benefit low and moderate income populations.
F12. How does your community collect information on bicycle usage? Check all that apply.	Travel diaries, Regular manual counts of bicyclists on trails, Regular manual counts of bicyclists on the road
F12a. Based on your own data collection, what percentage of all utilitarian trips are made by bicycle?	approximately 1 percent
F12b. Based on your own data collection, what percentage of residents use a bicycle recreationally?	
F12c. Based on your own data collection, what percentage of all bicycle trips are made by women?	
F12d. Based on your own data collection, what percentage of children (K-12) regularly bike to school (outside of Bike to School days)?	
F12e. Based on your own data collection, what percentage of children regularly commute to preschool/daycare by bike? (e.g. in a bicycle child seat or bike trailer)	
F13. Does your community establish target goals for bicycle	Yes

use? (e.g. a certain level of bicycle mode share)	
F13a. Please list or describe your goals.	The City of Wichita's goal is to triple the amount of bicycling from 2013 levels.
F14. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?	No
F15. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police? Check all that apply.	Online reporting system (e.g. SeeClickFix), Mobile app , Hotline, Regular meetings, Contact staff directly via call/voicemail/fax/email/text/social media
F16. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling? Check all that apply.	None of the above
F17. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling? Check all that apply.	None of the above
F18. Describe any	The City of Wichita has undertaken significant initiatives to evaluate and/or plan for bicycle

<p>other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.</p> <p>Use this space to expand on answers checked above, or to describe any additional evaluation &amp; planning efforts that have not yet been covered.</p>	<p>ridership and/or networks. Within the past three years, the City of Wichita has adopted the City's Multi-Modal Policy (Complete Streets Policy), endorsed a City Pedestrian Master Plan, and is currently working on adopting the Wichita Bicycle Wayfinding System Plan to guide bicycle wayfinding improvements.</p> <p>The endorsement of the Multi-Modal Policy has been a significant milestone for the City. The policy directs staff to consider multiple modes of transportation and the context for improvements and maintenance projects in the street right-of-way. It also indicates that accommodations for people bicycling will be made where recommended in City plans, unless certain constraints apply. The policy also directs staff to create a Multi-Modal Committee to coordinate, monitor, and report on projects. The Multi-Modal Work Group met through 2015 and was instrumental in reviewing and coordinating bicycling improvements in multiple projects. You can see the 2015 Multi-Modal Work Group report online for more information.</p> <p>Although the City does not have a dedicated funding sources to implement the Wichita Bicycle Master Plan, the City has programmed just over 5 million dollars of local funding over the next 10-years for bicycle related projects. This funding is programmed in the City's Capital Improvement Program, through the Bike Enhancements line item in the Arterials section of the CIP. This funding can be used to provide the local match necessary to leverage non-City funding for bicycle infrastructure projects. In the past, this has provided significant leverage for funding applications.</p>
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## Page: BFC: Final Overview

Question	Answer
<p>G1. What are the top three reasons your community has made bicycling a priority?</p> <p>Click up to three.</p>	<p>Improved quality of life, Improving public health, Public demand</p>
<p>G2. Briefly describe the most positive outcome of your community's support for bicycling.</p>	<p>The most positive outcome of our community's support for bicycling is increased public participation in local governance. This has occurred through increased participation in public meetings, a new application process for advisory boards, and increased public outreach.</p>
<p>G3. Describe any improvements that have occurred for cycling in your community since your last application.</p> <p>(Write N/A if this is your first time applying.)</p>	<p>The City of Wichita has installed approximately 35 miles of bikeways since the previous application, including bike lanes through downtown north and south; east and west.</p>

G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?	The City could improve conditions for bicycling by increasing the amount of funding dedicated to bicycle infrastructure, programs, and projects. The City can also update land use and development policies to encourage more bicycle friendly developments. The City could also work to reduce the amount of infrastructure changes that do not support bicycling. In addition, the City can work to reduce subsidies for parking and to charge market rates for parking.
G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?	The City of Wichita is planning on installing the Green Street Bikeway, Market and Topeka Streets Bikeway from Mt. Vernon to Pawnee; 9th and McLean Boulevard crossing; Mt Vernon Bike Lanes from Oliver to Woodlawn; and a path along the Arkansas River from Downtown to Lincoln Street. The City is - partnering with KDOT to undertake a \$50K safety outreach campaign; partnering with WDDC to install a bicycle repair station; partnering with Health ICT to undertake a bike share feasibility study;
G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?	Yes
G7. How did you hear about the Bicycle Friendly Community program?	Lot of ways - Peter Lagerwey worked with us on our Bicycle Master Plan.

## Page: Supplementary Materials

Question	Answer
Optional: If you would like to share any supplemental materials to support your application, please upload your files here.  By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.	
File 1	No File Uploaded
File 2	No File Uploaded
File 3	No File Uploaded

File 4	No File Uploaded
File 5	No File Uploaded
Radiolist df4e10df-2135-4d22-be55-ed1ea4e80ee7	