



Wichita Bicycle & Pedestrian Advisory Board

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WBPAB Members:

Jack Brown, Chair
Jerry Jones, Vice Chair
Barry Carroll, Secretary
Melany Barnes
Maxine Bostic
James Crowder
Amy Delamaide
Russell Fox
Thomas Lasater
Tyler Stuzman
George Theoharis

The Wichita Bicycle and Pedestrian Board shall advise the Mayor; City Council; City Manager; all departments; all offices of the City; City Boards and committees; and other public agencies that provide services within the City, on matters related to bicycling and/or walking and the impact that their actions may have on the bicycling and/or walking environment. City of Wichita Ordinance 490441

March 24, 2016

Mayor Jeff Longwell, City Council and City Manager

Subject: Priorities for Bicycle Infrastructure Improvements - Wichita Bicycle and Pedestrian Advisory Board 2017-2026 Wichita Capital Improvement Plan Recommendations

Mayor Longwell, City Council members and City Manager:

The Wichita Bicycle and Pedestrian Advisory Board recommends that the City Council program funding in the new 2017-2026 CIP to undertake the following projects. These recommendations are consistent with the strategies and objectives of the Wichita Master Bicycle Plan:

- Multi-modal Accommodation During Maintenance Projects
- Enhanced Maintenance Projects and Spot Fixes
- Crossings / Intersections
- Bikeway Projects

Multi-Modal Accommodation During Maintenance Projects – this CIP line item would provide funding to make bicycling and walking improvements during maintenance projects (i.e. adding bike lanes during a re-paving project, adding sidewalks during a repaving project, and/or adding curb extensions for transit stops during a paving project). Installing multi-modal improvements as part of other projects typically reduces project costs compared to installing the improvements as stand-alone projects later. The City Council endorsed Multi-Modal Policy calls for multi-modal accommodations during maintenance projects and provides guidance for implementation.

Enhanced Maintenance Projects and Spot Fixes - The City has made a substantial investment in many off- and on-street bicycle



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facilities. These existing facilities require maintenance, and in some cases upgrading to meet the latest standards and best practices.

Prioritizing maintenance activities helps to ensure that investments in maintenance lead to improved safety, use, and increases in the life-cycle of bicycle facilities. Funding in the CIP will help to ensure that maintenance is undertaken in a systematic way-improving safety, usability and reducing costs by prolonging the usable life of facilities.

Crossings / Intersections - Crashes involving bicyclists and motor vehicles typically occur at intersections. Intersections can be barriers that create breaks in an otherwise connected bicycle network. Making improvements at intersections improves both safety and accessibility. In fact, making intersection improvements can be one of the single best ways to reduce bicycle/motor vehicle crashes while encouraging more bicycle trips. The following locations are recommended as top priorities for crossing/intersection improvements to improve safety and connectivity:

- **I-135 Path at 1st and 2nd Streets**
- **Douglas and Volutsia intersection**
- **Redbud Path at Woodlawn**

Bikeway Projects (presented below in rank order and described in the **attachment**)

An interconnected bicycle network supports bicycling as a viable transportation mode by providing convenient and safe access to destinations through the city. In order to maximize the benefits from the investments in new bikeways, the following bikeway



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projects are recommended as top priority projects. These recommendations are based on many factors including; public input, recommendations in City plans, transportation connections to destinations, improved safety, and enhancements to quality of life.

1. Redbud Path
2. South Central and Mt. Vernon Bikeways (tie)
3. Prairie Sunset Trail from 167th Street to the Arkansas River Path
4. Chisholm Trail and Delano Path
5. K-96 Path Connection
6. WSU Bikeway Connections (tie)
7. Hoover Bikeway (tie)
8. I-135 Path Upgrades and Linkages
9. 2nd Street / Woodchuck Connector
10. Arkansas River to Haysville

The council approved the Wichita Bicycle Master on February 5, 2013. The plan recommends actions for the City to help make walking safer, to improve connections, and to promote bicycling. Programming funding in the CIP for infrastructure improvements is important to implementing this important City Plan and for the health and safety of Wichita residents.

For the board,

Jack Brown, Chair

Cc: Wichita Bicycle and Pedestrian Advisory Board
Scott Wadle, Wichita-Sedgwick County Planning Department



Bikeway Projects 2017-2026 CIP attachment

Bikeway Projects Description

Redbud Path – Woodlawn to Rock Road; and K-96 Path to 159th Street-this project would install shared-use path, improve crossings, and add neighborhood connections/access points along the segments of the former railroad corridor.

South Central and Mt. Vernon Bikeways – this project would assist continued revitalization efforts in the South Central Neighborhood and improve safety along Mt. Vernon Road by undertaking the following improvements. South Central Bikeways – bike lanes and/or shared lane markings would be added to Market Street and Topeka Street from the existing Mt. Vernon Bike Lanes to Pawnee Avenue. Side paths would be added to Pawnee Avenue and Broadway Avenue to connect the bikeways on Market and Topeka to the Arkansas River Path.

Prairie Sunset Trail – this project would create an unpaved trail and on-street bikeway from Goddard (167th Street) to the Arkansas River Path in Wichita. The project would include design work, improvements the former railroad corridor, additional and upgraded roadway crossings, acquisition of rights to the former RR corridor where needed, installation of a bridge at the Cowskin Creek, upgrades to existing bridges, a connection from the trail at Hoover to Bebe Street, and addition of on-street bikeways from Bebe Street to the Arkansas River Path.

Chisholm Trail and Delano Path – this project will improve and extend the revitalization of the Delano Neighborhood and business district by adding a safe transportation options for families of all ages; and a connection to two universities. The project would include installation of paved paths, crossing improvements/signals, property/access acquisition where need, fencing, designs, and related work some of which will address the brownfield area. Below is a listing of the bikeway improvements undertaken as part of this project.

- Chisholm/Delano Path Trail Path-the former railroad corridor north of Douglas Avenue would be improved from a vacant brownfield site to a bikeway and public space connection from the Arkansas River to the proposed future park site near Elizabeth Street.
- Kansas and Oklahoma RR Corridor – the City would work in partnership with the K&O to develop a rail-with-trail path from the Zoo Boulevard Path to the proposed Delano Path and south to Friends and Newman Universities.



K-96 Path Connection – this project would design and construct the missing link between the K-9t Path and the existing paths along Greenwich Road and/or Harry Street.

WSU Bikeway Connections – this project would improve the bikeway connections to and from Wichita State University. The improvements will help to make WSU more attractive to prospective students, strengthen connections with the surrounding community, and improve conditions in a location where people are more likely to bicycle. Below is a listing of the bikeway improvements undertaken as part of this project.

- 17th Street Bike Lanes – I-135 Path to Oliver/Redbud Path: this improvement would add bike lanes to 17th Street with crossing improvements at key intersections.
- Fairmount Neighborhood Bikeways: this improvement would add bikeways on streets through the Fairmount Neighborhood and crossings at major roadways in order to strengthen connections between WSU, the Redbud Path, and other bikeways.
- Belmont / Fountain Bikeway: this improvement would add an on-street bikeway to connect the WSU campus to the K-96 Path.

Hoover Bikeway – this project would design and construct a bikeway from Sedgwick County Park to the proposed Crystal Prairie Lake Park.

I-135 Path Upgrades and Linkages – this projects would design and construct improvements to upgrade one of the bikeway system backbones (I-135 Path), while improving its usefulness by adding connections and linkages to and from surrounding destinations and neighborhoods. Below is a listing of the recommended bikeways improvements to be undertaken as part of this project.

- I-135 Path from 17th Street to Douglas Avenue: the improvements would consist of crossing improvements (lighting, markings, removal of bollards, installation of signage, installing and upgrading signals); lighting improvements (removing lights that don't function, adding new lights).
- Hydraulic Bike Lanes – Douglas Avenue to Redbud path: as part of this project, Hydraulic would be converted from a 4-lane to a 3-lane roadway with bike lanes. In addition to the signs and pavement markings changes. The existing signals would be upgraded to allow for the conversion.
- 11th Street Bikeway – from I-135 Path to the Green Street Bikeway: the improvements would install a bicycle boulevard with traffic calming, pavement markings, crossings, and signage.



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2nd Street Woodchuck Connector – this project would design and construct an on-street bikeway from the Woodchuck Bikeway to a Maize Road crossing near Buffalo Park. The project would include crossing improvements along with the bikeway pavement markings, path connectors, and possible traffic calming.

Arkansas River to Haysville – this project would develop a trail from Wichita to Haysville along a former railroad corridor owned by the City of Wichita. The bikeway would travel from the Arkansas River Path near OJ Watson Park to Haysville, and would include crossing improvements, design work, construction of a bridge deck at the Big Ditch, and related improvements.



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City of Wichita
Ordinance 490441

Subject: Priorities for Walking Infrastructure Improvements - Wichita Bicycle and Pedestrian Advisory Board 2017-2026 Wichita Capital Improvement Plan Recommendations

Mayor Longwell, City Council Members and City Manager:

The Wichita Bicycle and Pedestrian Advisory Board recommends that the City Council program funding in the new 2017-2026 CIP to undertake the following projects.

- Sidewalks and Wheelchair Ramps - continue to fund the CIP Arterial SW/WCR line item, which funds the installation of sidewalks along arterial streets and installation of wheelchair ramps. This funding helps implement Strategy 4 of the Pedestrian Master Plan.
- Central Avenue Corridor Pedestrian Safety Improvements - add funding for a new project to plan, design, and install pedestrian safety improvements along Central Avenue. The Pedestrian Master Plan identifies Central Avenue as the top corridor in the City for the number of crashes involving motor vehicles and pedestrians (2 fatal crashes and 61 injury crashes from 2008 – 2012). Installation of proven crash countermeasures will help to improve the safety of everyone - including children walking to school, seniors, and transit riders. This project will help to implement Strategy 11 of the Wichita Pedestrian Master Plan.

The council approved the Wichita Pedestrian Master on November 4, 2014. The plan recommends actions for the City to help make walking safer, to improve connections, and to promote walking. Programming funding in the CIP for infrastructure improvements is important to implementing this important City Plan and the safety of Wichita residents.

On behalf of the board,

Jack Brown, Chair

Cc: Wichita Bicycle and Pedestrian Board members
Scott Wadle, MAPD