

# City of Wichita Multi-Modal Committee

## 2015 Annual Report

March 2016

### Background

On December 2, 2014, the Wichita City Council approved resolution 14-341. Through the resolution, the City Council:

- endorsed the Wichita Multi-Modal Accommodation Policy (MM Policy).
- provided direction for the City to consider the Street Design Guidelines in future planning and designing of public streets and public access easements; and
- recommended that the City form a Multi-Modal Committee to be involved in the review of project and activity plans to ensure consistency with the Multi-Modal Accommodation Policy.

The MM Policy recommends that the Multi-Modal Committee report the following annual performance measures to City management and elected officials.

- Summary of Multi-Modal Policy exceptions allowed
- Descriptions of multi-modal projects recently completed
- Linear miles of on-street bikeways marked or signed.
- Linear miles of off-street bikeways or shared use facilities.
- Linear miles of sidewalk installed.
- Number of intersections improved for transit, bicyclists, and pedestrians.
- Number of other dedicated facilities installed for transit, bicyclists, and pedestrians.

### 2016 Performance Measures

#### 1. Performance Measure: Number of Meetings

In place of a formal Multi-Modal Committee created by a City administrative regulation, City staff have been meeting as an informal Multi-Modal Work Group (MMWG) in order to determine if the composition of the proposed Multi-Modal Committee is appropriate. Staff anticipate that a recommendation for the creation of an administrative regulation and Multi-Modal Committee will be considered by the MMWG in 2016.

The MMWG met six (6) times in 2015.

**2. Performance Measure: New On-Street Bikeways 2015**

Below is a listing of the on-street bikeway projects (with the approximate mileage) constructed in 2015. For the purposes of this report, on-street bikeways consist of side paths, bicycle boulevards, shared lane markings, and bike lanes as defined in the Wichita Bicycle Master Plan.

- Schweiter Bikeway (2.5 miles)
- Armour Bikeway (4.8 miles)
- Market and Topeka Bike Lanes (5.7 miles)
- 1<sup>st</sup> and 2<sup>nd</sup> Street Bike Lanes (3.6 miles)
- Sycamore Bikeway (2.1 miles)

Total Linear Miles = 18.7 miles

**3. Performance Measure: New Off-Street Bikeways 2015**

Below is a listing of the off-street bikeway projects (with the approximate mileage) constructed in 2015. For the purposes of this report, off-street consist of shared-use paths as defined in the Wichita Bicycle Master Plan.

- Redbud Path – I-135 to Oliver (2.6 miles)
- Redbud Path – Oliver to Woodlawn (1 mile)
- Great Plains Nature Center Path (0.5 miles)

Total Linear Miles = 4.1 miles

**4. Performance Measure: Linear Miles of Sidewalks Installed in 2015**

Below is a listing of the sidewalk projects (with the approximate mileage) constructed in 2015.

- Zero

**5. Performance Measure: Number of Intersections improved for transit, bicyclists, and pedestrians in 2015**

Below is a listing of the projects and number of intersections improved.

Project Name	Type of Improvement	Number of Intersections
1 <sup>st</sup> and 2 <sup>nd</sup> St Bike Lanes	High visibility crosswalks	24 intersections
Market and Topeka Bike Lanes	High visibility crosswalks	3 intersections
Schweiter Bikeway	High visibility crosswalks	1 intersection
Armour Bikeway	High visibility crosswalks	13 intersections

**6. Number of Other Dedicated Facilities Installed for Transit, Bicyclists, and Pedestrians.**

Below is a listing of the projects and number of other dedicated facilities installed.

- None

**7. Multi-Modal Accommodation Recommendations Summary**

The MMWG reviewed ten (10) projects in 2015 and made recommendations for seven of the projects. The table of the following page provides

Table 1: Multi-Modal Work Group Projects Reviewed 2015

Project Name	Meeting Month	MMWG Recommendation
Douglas and Hydraulic Intersection reconstruction	August	Configuration with bike lanes and enhanced sidewalks – if changes to signals along Hydraulic are feasible
21 <sup>st</sup> St maintenance – Rock to Web	August	The MMWG recommended an exception to the Multi-Modal Policy for the following reasons: <ul style="list-style-type: none"> <li>• provision of bike lanes on 21<sup>st</sup> Street for one mile would create confusion; and</li> <li>• the lanes would not connect to other bikeways.</li> </ul>
13 <sup>th</sup> St maintenance – Oliver to Woodlawn	September	The MMWG recommended an exception to the Multi-Modal Policy for the following reasons: <ul style="list-style-type: none"> <li>• the addition of bike lanes for a short distance could create confusion; and</li> <li>• the bike lanes would not connect to other bikeways.</li> </ul>
2016 City of Wichita Street Maintenance Projects (not including the 13 <sup>th</sup> St. and 21 <sup>st</sup> listed above)	August	The MMWG determined that all other tentatively proposed 2016 Wichita Street Maintenance projects either were not substantial enough to provide opportunities for multi-modal accommodation improvements; and/or were not proposed in locations where the Wichita Bicycle Master Plan recommends bikeways.
9 <sup>th</sup> St – I-135 to Hillside	September	The MMWG recommended that the City issue an RFP for the design of the corridor and evaluate the need and options for multi-modal accommodations that would support / compliment revitalization efforts in the area.
Pawnee – Hydraulic to Grove	September	The MMWG determined that the project should not be reviewed, as it was too far along for changes.
Green St Bikeway – WSU to 1 <sup>st</sup> St	September	The MMWG recommended that the project final designs include connections to local destinations and provide a crossing of Central Ave. at Grove.
Old Town Improvements	October	This project would fund improvements for lighting, crossings, and safety related improvements in Old Town. The MMWG reviewed the project and discussed possible infrastructure changes that could be included as part of the project to improve conditions for walking, bicycling and driving.
2 <sup>nd</sup> St – Washington to Main	October	This project would reconstruct 2 <sup>nd</sup> Street from Washington Ave. to Main St. The MMWG reviewed the project and discussed possible infrastructure changes that could be included as part of the project to improve conditions for walking, bicycling and driving.
Market and Topeka Bike Lanes	October	The MMWG reviewed the changes to the roadway lane configurations on Market north of Central Ave.