



# Bicycle and Pedestrian Advisory Board

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Minutes

July 11, 2022

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**The Wichita Bicycle & Pedestrian Advisory Board met in regular session.**

**Board Members present:** Alan Kailer, Marcia Schroeder, Jane Byrnes, Monte Shaw, and Russell Fox

**Board Members absent:** None

**City Staff:** Tia Raamot, Sarah Pineda, Scott Wadle, and Lee Carmichael

**Guests:** Kim Neufeld, Clayton Pearson, Vincent Hancock, Donna Carrell, and Rick Sroufe

**Online:** Alyson Fletcher, Sharon and Dave Hewitt, and Madelyn Ortiz

1. **Call to order:** by Alan Kailer, Chair, at 5:30
2. **Approval of Previous Meeting Minutes:**

Question by **Jane** about May minutes before approving. How many parking spaces 420 or 220? **Tia** will investigate that and get back with an answer (it was 420). Motion to approve May and June minutes, subject to the changes noted, by **Marcia, Monte** seconded the motion. All approved.

3. **Public Comments**

**Vincent Hancock** questioned why no Delano United is present in the stakeholders' meetings slide for the Downtown Streets Plan. Advised of lack of fact checking on pictures that are in Wichita Downtown Streets Plan presentation.

**Tia** stated that it will be addressed as we move through the presentation. The city staff works hard and does not get it perfect every time.

#### 4. Discussion Items

##### Wichita Downtown Streets Plan Presentation – Alyson Fletcher

**Alyson Fletcher** presented Wichita Downtown Streets Plan via remote. The overall goal is to get this plan aired and refreshed to present to City Council.

- **Project Intro**

2019-2020 Project Acknowledgements, Technical Advisory Committee, Focus Group and Project Team were introduced.

Goals of the plan came from public outreach.

Wichita Downtown Streets Goals.

- Enhance Safety & Health
- Provide mobility Choices for all residents, businesses, & visitors
- Prioritize Active transportation options
- Manage infrastructure resources to maximize value
- Embrace innovation & technology
- Foster consistent Economic investment
- Promote Vibrant Downtown neighborhoods

- **Overview and Process**

The planning work began in 2019 and continued into 2020. Due to the pandemic, use of online resources like YouTube and Facebook were used. However, the plan was never presented to City Council for adoption.

2019 – Project Kickoff with community

Project Focus Group Formed

Douglas Avenue Open House

Riverfest pop-up

Open Design Sessions & Open House

Open Streets ICT pop-up

2020 – DAB Meetings

Online Survey, social media Town Hall, Drop-in Distanced Engagement Opportunities

Administrative Finalization process

Future project implementation process was described.

Road Diet Benefits

1) 2-3 lane sections improve

Safety

Walkability

Economic Benefit

2) 4+ lane sections improve

Speed of drivers

Capacity when over 25,000 vehicles per day

Douglas will need further study. The downtown network was mapped to show short, mid, and long-term priority changes to the network.

Plan is in the conceptual design phase. Despite very specific street proposals.

Alan asked the questions: Do we support the general concept? What should priorities be?

Russell said conceptually, yes, he can see this happening in the interest of better public transportation and safety.

Russell asked how soon might we see start of the design process? Lee Carmichael stated one year before getting design work.

Jane noted that one of the main stated goals of one-way to two-way conversions was crosswalk safety. Police department sends out crash reports weekly, which show that forty-eight percent were at Kellogg intersections. In total, there were six pedestrian deaths, ten motorcycle deaths, and zero bike deaths.

Feedback was offered about crosswalks at four intersections on Douglas.

Russell asked what future study on Douglas was contemplated?

Tia noted that any action on Douglas would follow the City Council consideration of the core downtown streets plan. Scott noted ongoing community conversations when talking about

Douglas. Lee said the signal conversions are almost done. The vendor is to come in and do signals Mclean to Hydraulic, next week. Marcia commented that push buttons for signals do not allow enough time to walk across with a large group of people. Lee stated the standard walk time is set by the speed of three and a half feet per second, per MUTCD.

Tia asked Lee whether we still do continental-style crosswalks as a City standard. Lee answered, yes, they are visible and safe. Scott noted there are three factors to consider with pedestrian crossing safety, volume, speed, and the number of lanes crossed.

Alan asked what should the priorities be? Russell supports one-way to two-way conversions. Jane said quality of life is enhanced when walking is safe. Alan asked what the definition of protected bike lanes on 1<sup>st</sup> and 2<sup>nd</sup> streets. Tia and Alyson indicated that there were varying interpretations of what counted as “protected” and that it was unclear what was intended in this case. Alan asked, where do road conditions factor in? Tia replied that they do not factor in currently. This planning effort is not a one and done, there are many other things which dovetail into it like operation and maintenance and future CIP projects. Alan brought up another quality-of-life issue, trees. The plan addresses the street curb to curb, not trees and lighting.

Monte made a motion to recommend that City Council that they endorse this plan, and that the comments noted during the WBPAB discussion be considered during design.

Comments noted by the group included:

- (i) the conversion of one-way to two-way streets be prioritized,
- (ii) due consideration be taken of the impact of scooters and bike share and whether their increased use justified bike lanes on additional streets,
- (iii) the concept of protected bike lanes be clarified,
- (iv) marked crosswalks be the standard at intersections,
- (v) the inclusion of street trees and other amenities in the sidewalk area be considered

Marcia seconded the motion. The Board voted unanimously to approve the motion.

- **Next Steps**

Future Implementation Process sample project development scenario was shown. All steps involve public input.

**5. Board Governance**

None

**6. Staff Reports and Updates**

**Tia Raamot** discussed the funding agreement with KDOT for the Bike Master Plan which is expected to be received by the city in six weeks.

7. **Old Business**

8. **New Business**

Russell Fox presentation, “Rethinking Wichita” part I

This presentation is part of a four-part series. He will present one part per meeting over the next few meetings. He offered the group a handout which can be found on his blog:

[Mittelpolitanism: Mid-Sized Meditations #23: What a City Council Majority in a Mid-Sized City Can Do](#)

The Chung Report study showed Wichita is not a trusting city nor is it friendly; that there is a lack of trust and transparency. A mantra of Strong Towns is that cities should identify what people are concerned about, then attack the low-hanging issues and correct them to demonstrate they are listening and earn trust back. Then cities must continue to repeat that process. Russell opined that this is what is needed.

9. **Announcements**

Jane stated we need volunteers to attend two-day series with KDOT, Wednesday, and Thursday, how to spend windfalls of money coming to the State.

Alan offered an update on the information he had received concerning a new city Transportation Advisory Board that the City Manager intends to propose. There will be a WBPAB meeting in August with City Manager Layton to discuss this.

10. **Adjournment**

**Alan Kailer** proposed to adjourn the meeting, The meeting adjourned at 7:33 PM.

The next meeting of the board will be held on **August 8, 2022 @5:30pm.**