



Wichita Bicycle & Pedestrian Advisory Board

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February 25, 2022

Honorable Mayor Brandon Whipple
Members of the City Council and City Manager

Subject: 2022-2031 Capital Improvement Program - WBPAB Recommendations for Priority Bicycling and Pedestrian Improvements

Dear Mayor Whipple, City Council members and City Manager:

The Wichita Bicycle and Pedestrian Advisory Board (WBPAB) would like to take this opportunity to thank you for the progress that has been made in creating more opportunities for biking, walking and running in Wichita.

The WBPAB is recommending that the City Council program funding in the new 2023-2033 Capital Improvement Program (CIP) to undertake the following priority projects in order to achieve Wichita's community goals for improving safety, increasing transportation options, and the health and safety of Wichita. These priority projects were identified after reviewing previous project recommendations; using data from a GIS Prioritization Tool; and WBPAB meeting discussion and public input.

Priority Bicycling Infrastructure Improvements

Bike-Ped Multi-Modal Accommodations

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. The board is currently working with City staff to review future maintenance programs for specific projects. Continuation of the CIP's Bike-Ped Multi-Modal Accommodation would provide the funding to accomplish the priority projects.

Bikeways & Bike Improvements (see attached project descriptions)

An interconnected bicycle network supports bicycling as a viable transportation mode by providing convenient and safe access to destinations through the city. The Wichita Bicycle and Pedestrian Advisory Board recommends that the city maximize these benefits by investing in the following priority bikeways listed below (**organized in priority order**, see the attached document for the bikeway descriptions). These recommendations are based on many factors including but not limited to; public input, recommendations in City plans, transportation connections to destinations, improved safety and access.

WBPAB Members:

- Barry Carroll, Chair
- Elizabeth Ablah, Vice Chair
- Jack Brown, Secretary
- Monte Shaw
- Maxine Bostic
- Jane Byrnes
- Russell Fox
- Erik Maybee
- Marcia Schroeder
- Tyler Stutzman
- 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



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1. **Redbud Multi-Use Pathway Extension from Woodlawn to Connect with the K-96 Multi-Use Pathway to include a Crossing Upgrade at Woodlawn (Replacing Existing Rapid (yellow) Flash Beacon with High Intensity Activated 'HAWK' (red) Signal)**
2. **Prairie Sunset Trail Including Cowskin Creek Bridge Crossing**
3. **Mt. Vernon & South-Central Bikeways to the Arkansas River**
4. **Hoover Bikeway**
5. **WSU Bikeway Connections:**
 - a. *17th Street Bike Lanes/ I-135 Path to Hillside*
 - b. *Fairmount Neighborhood Bikeways*
 - c. *Belmont/Fountain Bikeway*
6. **Woodchuck to Buffalo Park & Air Capital Memorial Park**
7. **Arkansas River Path to Haysville**
8. **31st Street South Bikeway**
9. **K-96 Connection**
10. **I-135 Path Upgrades & Linkages**
 - a. *I-135 Path between 17th Street to Douglas Avenue*
 - b. *Hydraulic Bike Lanes – Douglas Avenue to Redbud Path*
 - c. *11th Street Bikeway – I-135 Path to the Green Street Bikeway*
11. **'Big Ditch' Recreational Multi-Use Pathway Northward from the Sedgwick County Park along the Arkansas River levee to 53rd Street North**

Bicycle & Pedestrian Safety Improvements

With funding from a Health ICT grant, the City of Wichita contracted with Alta Planning and Design to develop a safety corridor pilot project for a one-mile corridor. Using crash data, several areas of the city were identified as possible sites for the project. Based on crash data and input from the WPAB, it was determined that an area along North Broadway from 3rd to 13th Street North be converted to three [3] lanes

Bicycle & Pedestrian Crossing Enhancements

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 board is recommending that these funds first address various safety issues at the priority locations indicated below. This funding could also be used as new safety issues occur in the biking and pedestrian network of paths and sidewalks. Top location priorities for intersection improvements to improve safety and connectivity [see below]:

1. **1-135 Path at 1st & 2nd Streets & Douglas: Upgrade Signal Systems & Crosswalks**
2. **Douglas and Volutsia Intersection**
3. **Redbud Path at Woodlawn [Upgrade to 'Hawk' (Red) Light]**
4. **K-15 and Wassall Intersection Design Study**
5. **Kellogg Crossings at Greenwich, West & Tyler Streets**
6. **Tyler Streets**



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These recommendations are based on the strategies and goals of the City of Wichita Bicycle Master Plan and the Wichita Pedestrian Master Plan. The plans recommend actions for the city to help make bicycling and walking safer, to improve connections, and to promote living well in Wichita.

Very respectfully and for the board,

Barry L. Carroll

Barry L. Carroll, Chair
Wichita Bicycle and Pedestrian Advisory Board

Cc: Wichita Bicycle and Pedestrian Advisory Board, Tia Raamot, Transportation Planner

Attachment

Bikeway/Multi-Use Projects 2023-2033 CIP attachment

Projects Description

1. Redbud Multi-Use Pathway: Woodlawn to K-96 Pathway - this project would install shared-use path, improve crossings, and add neighborhood connections/access points along the segments of the former railroad corridor and replace the Rapid Flash Signal at 17th and Woodlawn with a HAWK signal. (A HAWK beacon (High-Intensity Activated Cross Walk beacon) is a traffic control device used to stop road traffic and allow pedestrians to cross safely. This project would design, construct and complete the existing gap on the Redbud Multi-Use Pathway between Woodlawn and the K-96 Multi-Use Pathway.

2. Prairie Sunset Trail Including Cowskin Creek Bridge Crossing – 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.

3. Mt. Vernon & South-Central Bikeways to the Arkansas River – 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.

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

5. 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 the project:

- **17th Street Bike Lanes / I-135 Path to Oliver/Redbud Path** - this improvement would continue the new bike lanes on 17th Street from Hillside to the Canal Route Path at I-135. The project would include a road diet along 17th Street and 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.

6. Woodchuck Connector to Buffalo Park & Air Capital Memorial Park – this project would design and construct an on-street bikeway from the Woodchuck Bikeway to a Maize Road crossing near Buffalo Park. It would also provide a connection south across Kellogg at Maize to the Air Capital Memorial Park. The project would include crossing improvements along with the bikeway pavement markings, path connectors, and possible traffic calming.

7. 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.

8. 31st Street South Bikeway – this project would install on-street bikeways on 31st Street South and connection to the Arkansas River Path near O.J. Watson Park. It would include shared lane markings from the Kansas and Oklahoma Railroad (located west of West Street) to West Street; a road diet with bike lanes from West Street to Old Lawrence Road; and a bicycle boulevard on Old Lawrence Road from 31st Street to the Arkansas River Path.

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

10. I-135 Path Upgrades and Linkages – this project would design and construct improvements to upgrade one of the bikeway system backbones (I-135 / Canal Route 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). Replace bollards on south side of 17th at Canal as part of current 17th-18th Street project.
- **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.

11. The Wichita-Valley Center Floodway - the 'Big Ditch,' has over 90 miles of floodway levee much of which could be utilized for biking and hiking trails [provided that the levee easements provide for recreational use]. The Wichita Bicycle Master Plan has identified portions of the floodway levee for possible recreation uses. There is a potential levee use along the Arkansas River north of the Sedgwick County Park to 53rd Street North. The board is recommending a feasibility study for the 'Big Ditch' in the general Operating Budget. It is the board's understanding that the aforementioned section is presumed to be usable for bike/ped purposes while other portions may have easement restrictions.