

# How Can City of Wichita Bicycle Facility Projects Get Funded and Constructed?

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Updated: 8/28/2014

## Contents

I.	Purpose .....	1
II.	Bicycle Facility Prioritization .....	2
A.	Wichita Bicycle Master Plan Recommendations .....	2
B.	Wichita Bicycle Master Plan Updates .....	2
III.	Bicycle Facility Funding and Costs.....	3
A.	City of Wichita Funding.....	3
1.	Routine Accommodation .....	3
2.	Capital Improvement Program .....	3
3.	Special Assessments.....	3
B.	Bicycle Facility Planning Level Cost Estimates .....	4
IV.	Bicycle Facility Development .....	4
A.	Stand Alone and Routine Accommodation.....	4
B.	Bicycle Facility Development Process (stand-alone projects) .....	5

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## I. Purpose

This document provides general information about the prioritization, funding, and development of bicycle facilities(i.e. shared use paths, sidepaths, bike lanes, bicycle boulevards, bike racks, etc.). The processes to prioritize, fund, and develop bicycle facilities can be very dynamic. Please note that this is general guidance, it is not all inclusive and there may be exceptions to the processes described below.

## II. Bicycle Facility Prioritization

Establishing priorities can be important, because resources and timing generally don't allow for every project and improvement to be undertaken at once. It can be challenging for a community to decide which projects to implement first and which to pursue at a later date. In order to assist City elected officials and staff members, the Wichita Bicycle Master Plan includes recommendations for priority stand alone bicycle projects.

### A. Wichita Bicycle Master Plan Recommendations

The Wichita Bicycle Master Plan is a 10-year guide for the development and implementation of bicycle projects and programs for the City of Wichita. It was developed with the input of more than 4,000 individuals. The plan includes recommendations for an overall long-term bicycle network of more than 770 miles of bicycle facilities, a 10-year Priority Bicycle Network, and top priority bicycle facilities projects. The plan and the recommended priorities contained within it were endorsed by the Wichita City Council on February 5, 2013. These recommendations serve as a guide for future infrastructure investment decisions by the City. Ultimately, the City Council makes the final decision on what projects are funded. More information about the Wichita Bicycle Master Plan is available at the link below.



<http://www.wichita.gov/LivePlay/Bicycle/Pages/BicyclePlanning.aspx>

### B. Wichita Bicycle Master Plan Updates

The Wichita Bicycle Master Plan also includes a recommendation that the plan be updated on a regular basis (Strategy 28), especially as projects are completed and new opportunities present themselves. The updates may include revisions to the priorities recommended within the plan. Factors that may influence the recommended priorities for bicycle facilities includes the following:

- ability to implement the Wichita Bicycle Master Plan goals;
- new funding sources;
- new public or private projects that provide “piggybacking” opportunities;
- new approaches for designing and installing facilities; and
- projects that are at more advanced stages of planning and design.

The inclusion of robust public input opportunities for any update processes can help ensure that the plan continues to meet the needs of Wichita residents and stakeholders. The format and approach will likely be significantly influenced by the scale and nature of the proposed updates to the plan. In addition, per City Ordinance 49-441, the Wichita Bicycle and Pedestrian Advisory Board is tasked with the responsibility to advise City elected officials and staff members on matters related to the revision of the Wichita Bicycle Master Plan.

### III. Bicycle Facility Funding and Costs

Bicycle facilities can be funded by local, state, federal, private sources, or a combination thereof. Summary descriptions of state and federal transportation funding opportunities for bicycle facilities in the Wichita area is available at the Navigating MAP 21 Workshop notes, available on the following website. <http://www.advocacyadvance.org/trainings#previous> . Below are descriptions of options for how bicycle facilities can be funded through the City of Wichita and information about bicycle facility costs.

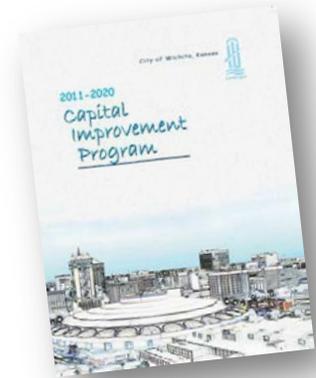
#### A. City of Wichita Funding

##### 1. Routine Accommodation

The City can include bicycle facilities as part of new and rehabilitation projects. (i.e. installing bike lanes as part of a repaving project, etc.) This approach generally costs less than completing these projects separately (i.e. retrofitting the bicycle improvements).

##### 2. Capital Improvement Program

The City of Wichita plans for capital investments (i.e. roads, bridges, land, buildings, bicycle facilities, etc.) through the Wichita Capital Improvement Plan (CIP). The CIP is a budget document that provides an overall 10 year plan for capital assets as well as a 10 year plan to finance those projects. The CIP is updated as needed. The current CIP is for 2011—2020. It includes nearly \$900,000,000 for bridges, arterials, and freeways. The current CIP also includes \$500,000 every other year (\$2.5 million over 10 years) for Bicycle Enhancement projects. The amount of City CIP funding for bicycle projects is less than the costs of developing the entire Bicycle Network, so the prioritization of projects is important. Recommended lists of priority projects can be helpful for City leaders as they select which projects to fund. The CIP is approved by the City Council. Typically, the City Council must approve the issuance of bonds and authorize City staff members to utilize the CIP funding before design or construction starts.



##### 3. Special Assessments

Property owners may request a project by petitioning the City for new improvements, such as water lines, lighting, or a bicycle facility. The owners of the property within a set improvement district pay for that project. The cost of the project is taxed to the properties within the improvement district as a special assessment, spread over 15 to 20 years at a relatively low interest rate. Kansas law requires a petition to be circulated on most public improvement special assessment projects. A petition gives the City Council an indication of support for the project as well as the legal basis to approve it. A valid petition has signatures over 50% of the number of owners in the improvement district, or signatures representing over 50% of the square footage in the improvement district. The City has a deferral program for property owners who fall within certain income guidelines. More information about special assessments in the City of Wichita is available at the link below.

## B. Bicycle Facility Planning Level Cost Estimates

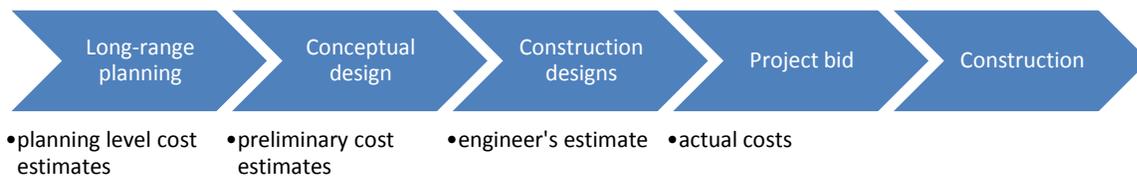
Here is a table with planning level cost estimates for the construction of stand alone bicycle facilities. The costs for bicycle facilities developed as part of other projects (routine accommodation) are generally less. The table does not include design costs (concept and construction designs), which are generally 20% of the construction costs.

Facility Type	Planning Level Cost Estimate Per Mile*
Bike Lanes (with parking)	\$22,000
Buffered Bike Lanes	\$28,000
Shared Lane Markings (with parking)	\$15,000
Bicycle Boulevard	\$110,000
Shared Use Path	\$520,000
Paved Shoulder	\$250,000

\* Note: the planning level cost estimates will probably be adjusted after the first bicycle projects are bid and actual costs are known

Note: for comparison, the cost to construct 1 mile of a 5 lane arterial street is approximately \$4 million.

The previous table shows planning level cost estimates. More detailed cost estimates can be developed for individual projects after the initial conceptual design process. The following figure illustrates how the cost estimates are refined as the project moves through the design process.



## IV. Bicycle Facility Development

### A. Stand Alone and Routine Accommodation

There are generally two ways that bicycle facilities are developed, listed below.

- **Stand alone:** The bicycle facility is funded designed and installed as part of an individual project
- **Part of another project (a.k.a. routine accommodation):** The bicycle facility is installed as part of another project (i.e. repaving of an existing street, construction of a new street or bridge).

## B. Bicycle Facility Development Process (stand-alone projects)

The development process for stand-alone projects is a multi-step process where the project is refined from a planning level concept with planning level cost estimates to construction level designs and costs. Below is a description of the development process in nine steps.

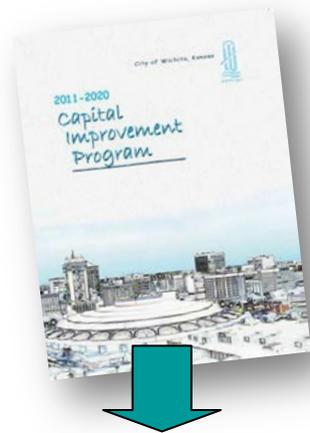


### 1. Community Plan

The bicycle facility (path, lane, bicycle boulevard, etc.) is generally included as part of a community plan. Having the project identified in a community plan shows that there is community support for the project, and that it makes a logical connection or part of the city-wide network of bicycle facilities. In most cases, it will be the Wichita Bicycle Master Plan.

### 2. Local Funding

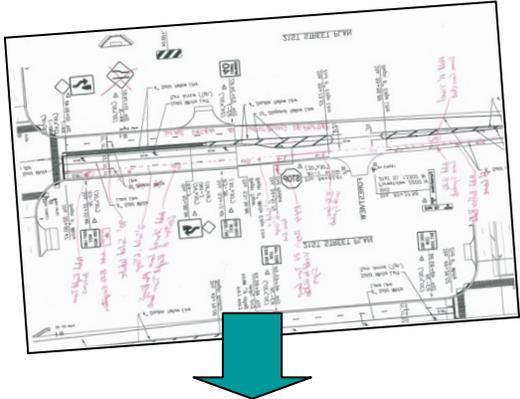
Funding is critical for the development of bicycle facilities. The City of Wichita plans for capital investments (i.e. roads, bridges, land, buildings, bicycle facilities, etc.) through the Wichita Capital Improvement Plan (CIP). The CIP is a budget document that provides an overall 10 year plan for capital assets as well as a 10 year plan to finance those projects. The CIP is updated as needed. The current CIP is for 2011—2020. It includes nearly \$900,000,000 for bridges, arterials, and freeways. The current CIP also includes \$500,000 every other year (\$2.5 million over 10 years) for Bicycle Enhancement projects. The amount of City CIP funding for bicycle projects is less than the costs of developing the entire Bicycle Network, so the prioritization of projects is important. Recommended lists of priority projects can be helpful for City leaders as they select which projects to fund. Typically, the City Council must approve the issuance of bonds and authorize City staff members to utilize the CIP funding before design or construction starts.





### 3. Non-City Funding

The City of Wichita works to leverage as much funding from other sources as possible. Many of these funding programs require a local match of at least 20 percent, with additional local match funding above 20 percent making the funding application more competitive. Typically, the non-City funding sources are very competitive. Successful funding applications can help the development of projects to be completed sooner. Unsuccessful funding applications can result in projects being developed in phases and/or changes in priorities.



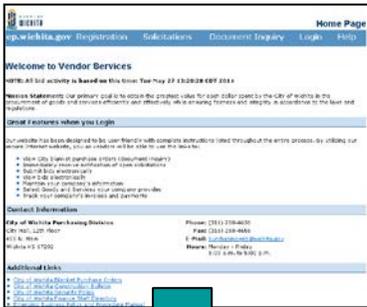
### 4. Concept Designs

Once the City Council has approved the use of funding, then in many cases the City will seek outside help to develop the concept designs for bicycle facilities. The concept designs will help identify where the route should go, what specific type of bicycle facility can be used, what related improvements are needed, and provide an estimate for the costs to construct the project. Depending on the scope and scale of the project, the concept designs are typically presented at the District Advisory Boards or another public event for comments. The public comments are used to refine the concept designs. The concept designs are then presented to the City Council for approval.



### 5. Construction Designs

The bicycle facility (path, lane, bicycle boulevard, etc.) is generally included as part of a community plan. In most cases, it will be the Wichita Bicycle Master Plan and will be identified in the Bicycle Network Map. Having the project identified in a community plan shows that there is community support for the project, and that it makes a logical connection or part of the city-wide network of bicycle facilities.



## 6. Construction Bids

Funding is critical for the development of bicycle facilities. The City of Wichita plans for capital investments (i.e. roads, bridges, land, buildings, bicycle facilities, etc.) through the Wichita Capital Improvement Plan (CIP). The CIP is a budget document that provides an overall 10 year plan for capital assets as well as a 10 year plan to finance those projects. The CIP is updated as needed. The current CIP is for 2011—2020. It includes nearly \$900,000,000 for bridges, arterials, and freeways. The current CIP also includes \$500,000 every other year (\$2.5 million over 10 years) for Bicycle Enhancement projects. The amount of City CIP funding for bicycle projects is less than the costs

## 7. Construction Contract

The City of Wichita works to leverage as much funding from other sources as possible. Many of these funding programs require a local match of at least 20 percent, with additional local match funding above 20 percent making the funding application more competitive. Typically, the non-City funding sources are very competitive. Successful funding applications can help the development of projects to be completed sooner. Unsuccessful funding applications can result in projects being developed in phases and/or changes in priorities.



## 8. Construction

If the City Council approves the construction contract and the funding, then this is when construction takes place.