Wichita Pedestrian Master Plan – Public Open House #1 Report

The first Open House for the Wichita Pedestrian Master Plan was held September 12th, 2013 from 5:00 pm to 8:00 pm at Wichita City Hall. The number of participants that signed into the event was 47. The event was staffed by Steering Committee and Technical Advisory Committee members, City staff and consultant team members. The meeting was successful in providing Wichita residents with an in-depth understanding of the planning process, schedule and plan content. In addition, the project team received important feedback from residents on how to improve walking in Wichita and where people like to walk in Wichita.

To gather information, participants were asked to visit a series of seven stations to get their feedback on different pedestrian related topics. The feedback will be used to develop key aspects of the plan such as the goals and objectives of the plan.

Open House Stations

Sign-in Table

Participants were asked to provide their name and email address both to track the number of participants and to disperse project information to those interested. Comment cards were also available for participants to provide written comments on walking related issues.

Station 1: Wichita City Maps

Large format maps of the City and 2030 Growth Area were available for residents to mark where they would like to see improvements for walking and to identify barriers to walking. In addition, residents also marked places where they like to walk. The following tables include a list of the comments received on each of the five maps:

1. Downtown Wichita
2. NW Wichita
3. NE Wichita
4. SW Wichita
5. SE Wichita

The map comments will be compiled with other location related feedback to inform priority areas for improvements.

Downtown Wichita - Improvements Needed or Barriers Exist

- Intersection of Nimms Avenue and Central Avenue – high vehicle speeds and dangerous to cross
- Riverside Park area - better bike and pedestrian path connections needed, including connections to the Keeper of the Plains and Minisa Bridge
- Woodland Park – connections from the neighborhoods to the park playgrounds are needed
- Ambassador Hotel and City parking garage with a blind spot to the sidewalk
- English Street from the Arkansas River to the arena – a pedestrian connection is needed
- Parking lots – too many of them in the city
- Cars – too many of them in Old Town near the movie theater on the weekends
- East High – improvements needed in all directions – many students walking to school
- 1st Street and 2nd Street – people walk in the bike lanes – a safer alternative is needed
- Areas between Old Town and Midtown – the area doesn't feel safe but has walkable infrastructure
- 13th Street from St. Francis to Park Place – the sidewalks are too close to the street and change from four motor vehicle lanes to three – slow down traffic for safety in neighborhood where many people walk

Where people like to walk in Downtown Wichita

- Along the Arkansas River and Little Arkansas River
- Douglas Avenue from Seneca to Washington (lots of shops and things to see), except for the McLean crossing

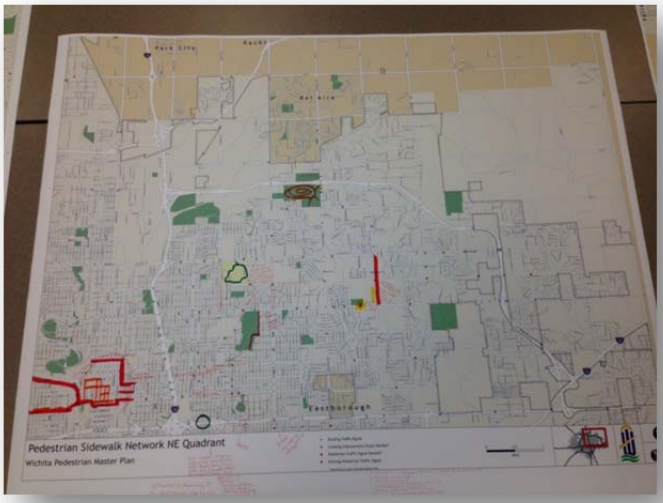
NW Wichita - Improvements Needed or Barriers Exist

- Tyler Road from Shadow Lakes Street to south of Lang Street, then west – smaller area should be hard to fix, needs (??)
- Tyler Road and 37th Street intersection and parts south – sidewalk ends
- Ridge Road from 37th Street to 29th Street and 29th Street from Ridge Road to Hoover Street
- Streets surrounding the future Crystal Prairie Lake Park
- Along Hoover Road from 53rd to Zoo Boulevard / 21st Street and then along the Arkansas River to 53rd Street
- Along 21st Street from 119th Street to Ridge Road – there is a bike path here – but it looks like a terrible place to walk – the traffic is so fast!
- Crosswalk connection between Sedgwick County Park and the area to the west – across Ridge Road – is needed – I agree! Need a crosswalk mid-block – or two!
- 13th Street between Murray Ave and Wood Ave. – a crosswalk is needed to cross 13th Street
- 13th Street at Country Acres Ave – a crosswalk is needed
- Ridge Road from 13th Street to School Street – sidewalks!
- Along 119th Street from 21st Street to Maple Street – wider sidewalks for bicycles and walkers
- Central west of 119th – ped crossing to Elizabeth Ann School
- Sidewalks needed in the area generally between 13th Street – 119th Street – Maize Road – Maple Street
- Along 21st Street from West Street to North Woodland Park – connect to the bike path)
- Along the north bank of the Big Arkansas River from McLean Boulevard to Meridian Avenue – connect to dog park and back to bike path
- Intersection at 21st Street and Amidon Avenue – very difficult intersection
- Sidewalk from Oak Park to North Riverside Park – avoid on bike and foot
- Connection across 13th Street to Sycamore Park needed
- Near Central Ave and 2nd Street – the sidewalk ends in a parking lot
- Need sidewalk access from neighborhoods to schools; and to shopping and libraries so elders can walk
- Sidewalk along north River Boulevard – either side

Where people like to walk in NW Wichita

- Sims Golf Course - Great Park!!
- Oak Park - Nice Park

NE Wichita - Improvements Needed or Barriers Exist

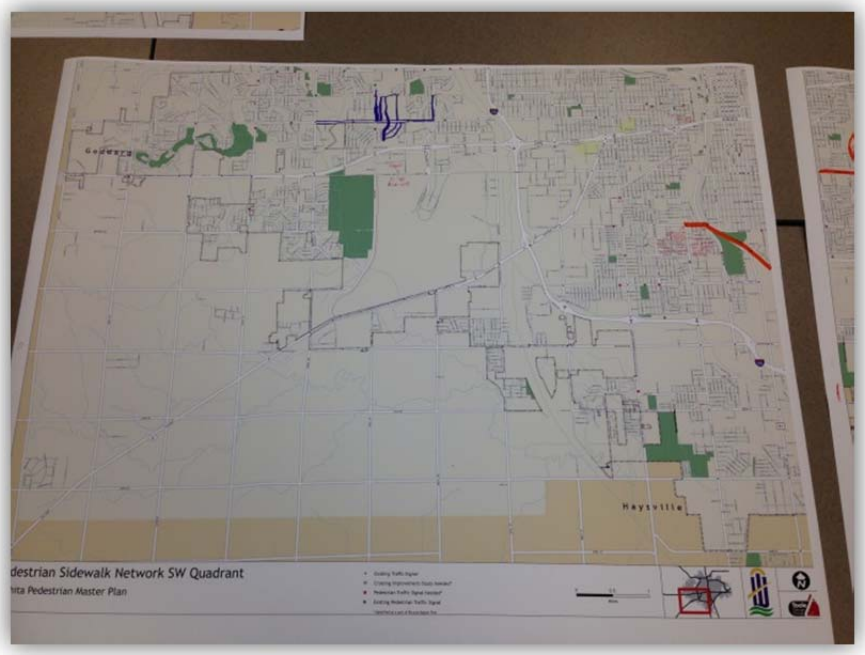


- Chisholm Creek Park – trees need to be trimmed away from the paths
- Rock Road from Bradley Fair Parkway to 13th Street – sidewalks are needed on the east side of the road
- Rock Road north of 13th Street – sidewalks on the west side of the street are too close to the roadway
- 13th Street at Polo Street – pedestrian crossing improvements are needed
- Wichita State University – more pedestrian connections to the campus are needed
- Redbud Bike Path
- Hillside – 21st Street to 13th Street
- Oliver – 21st Street to 13th Street
- MacDonald Golf Course – path connection needed along the east side of the golf course with connections to existing paths
- 37th Street from Rock Road to Webb Road
- Downtown – driveway design improvements needed
- Grove at 3rd Street – add more cross walk
- Central and Volutsia – add more crosswalks
- Central Avenue from Oliver to Grove – sidewalk maintenance needed
- Oliver at 3rd Street
- Within College Hill south of Douglas and along Douglas Avenue – sidewalk maintenance is needed
- Bluff Avenue and Kellogg – crossing blocked
- Pedestrian bridge crossing over Kellogg at Chautauqua – needs better signage or something – never knew it existed
- NW corner of Madison and 1st Street – the fence blocks oncoming traffic
- Hillside around Wichita State University – the sidewalks are skinny and have telephone poles that need to be moved to accommodate wheelchairs
- Oliver between Vesta and 21st Street – the following improvements are needed: 6’ sidewalks on each side, bike paths on each side, a covered bus stop bench near 17th and Oliver, a furniture zone on each side, marked walkways at 21st and Oliver
- Redbud Path – needs security lighting t reduce robberies fro back doors of residences along the path – also needs call boxes to contact police

Where people like to walk in NE Wichita

- Chisholm Creek Park - lots of great paths
- Wichita State University - the campus is well lit
- 3rd Street Path - love it

SW Wichita - Improvements Needed or Barriers Exist



- Tyler Road from McArthur Road to Harry Street
- Harry Street from Tyler Road to Maize Road
- Learjet campus off Tyler – no safe bike route
- Along the streets within the general area of Belview Avenue to Maize Road to 2nd Street to Ridge Road and back to Belview
- Douglas Avenue between Millwood and Elizabeth – a midblock crossing is needed
- Douglas Avenue between Handley and Osage – a midblock crossing is needed
- Pawnee and Seneca intersection - walking hazards in intersection, open 3 inch holes in crosswalk at the southeast corner
- Arkansas River Path at Mclean Boulevard – put in an up ramp on the south side of the bridge

SE Wichita - Improvements Needed or Barriers Exist

- George Washington Boulevard from Lincoln Street Oliver – there is a lot of potential improvement this road and to increase pedestrian options
- Arkansas River Path at the train bridge between Broadway Avenue and Washington Avenue – dangerous around the train bridge, lots of loose rocks on the path
- Arkansas River Path and path along Wassall Street east of Southeast Boulevard – connect the two paths
- Arkansas River Path at Hydraulic – need to keep extreme (?)
- Connect the Mount Vernon bike lanes and the Arkansas River Path
- Turnpike Drive at Southeast Boulevard – connect bike path – I like this idea too

- Need to make the neighborhood around the school near 51st Street and Hydraulic walkable – especially a safer sidewalk along Hydraulic from 53rd Street to Dogwood
- Connect the park site at 55th Street and Southeast Boulevard to the WSU south campus – both for bicycling and walking
- Make a walking thoroughfare generally located along the Arkansas River Path, path connection to Planeview Park, and the Gypsum Creek Path; and Mount Vernon; along the creek from Clapp Golf Course through Planeview to Southeast Boulevard; along Harry from Clapp Golf Course to Harry Court and then north along the creek and Gypsum Creek Path
- Oliver between Boston and Bayley Drive – a crosswalk is needed
- Douglas Avenue – install a crosswalk to connect the Hillcrest and Parkstone
- Harry Street at Batin – a sidewalk connection to the bus stop is needed
- Lincoln at Elpyco – a sidewalk connection to the bus stop is needed

Where people like to walk in SE Wichita

- Harrison Park - lots of people from the surrounding neighborhoods walk to the park

Station 2: On-line Community Survey

A computer terminal was available for meeting participants to answer questions about walking in Wichita in an on-line survey. The survey was available outside of the meeting for two months. A report containing the survey results is posted on the project website.

Station 3: Goals and Objectives

Participants were asked to vote with stickers on their top 3 goals and objectives. A separate board was available for participants to write in their own goals and objectives for the plan.

Goals and Objectives	Votes
Integrate safe pedestrian considerations into all transportation decisions	11
Make walking as viable as driving	14
Encourage all people to identify themselves as pedestrians	2
Create safe, accessible pedestrian access to all parts of town	16
Provide connections between pedestrian, bicycle and transit facilities	29
Encourage people to walk more for fun, exercise and to get to places	13
Provide convenient access from places people live to desired destinations (parks, schools, employment centers, downtown, services, etc.)	32
Make active transportation the easy choice	13
Provide pedestrian wayfinding to key destinations	6
Establish pedestrian connections within and between neighborhoods	6
Ensure all neighborhoods are walkable	28
Provide walking connections between major destinations	15
Integrate neighborhood pedestrian access with city/pedestrian routes	0
Activate areas to encourage renewal	0
Decrease crime	0
Insure walkability to all schools within a half mile radius (crosswalks and sidewalks)	0

Station 4: Comment Blog

Post-it notes were available for people to write comments on and stick to a board. The Post-it notes helped to start a conversation chain about how to make Wichita a better place to walk. The comments were then collected and are summarized in a table below.

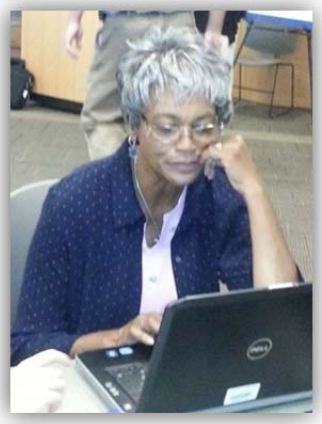
Post-it Note Comments *Note: +1 indicates that another participant liked/agreed with the comment*
I like that there is planning & recognition of need. I would like more forethought in the planning of new construction & impact on walk/bike ability (+1)
Need an easier way to report on issues. There are a number of smart phone apps that make this very easy (+1)
It would be nice if I could feel more secure on major streets
Need better security to prevent auto break ins at the parks
I like walking in my neighborhood, College Hill. I don't like trying to cross Kellogg
Plan "walk 1st" entertainment & shopping areas. Like courtyards & semi-enclosed towne squares
Plan car and bike parking spots that encourage short walks to destinations
Need paths cleared after mowing & storms
Plan all new construction to include safe, easy pedestrian use
Update all older areas to encourage/allow safe pedestrian use
Make pedestrian pats between downtown districts – Old Town, arena, block one, union
Need wider safe sidewalk for bikes and walking
Safe crossing for bikes & pedestrians
In downtown, buildings often too close to road. Decreasing visibility from the road. Reducing safety for everyone.
Provide more signage for pedestrians (and cyclists)
I like the idea of walking being as viable as car driving
Encourage major retailers (i.e. city ordinance!) to create safe pedestrian routes through/across parking lots. Get me safely from sidewalk to store front!
Create a 'culture' that embraces walking & cycling
The school on Oliver between Central and 13th needs to be 20 mph in the morning and evening. Not just when they are using the cross walk.
Well lighted areas
The maps are great. It would be nice if they include bike routes and bus stop locations
This is a tough walking city. Downtown is weirdly inhospitable: Too many parking lots, not enough storefront retail, very large blocks
Encourage/support removal of aerial, enclosed walkways downtown (i.e. from parking garages to buildings) so people have to walk on street
If you want me to walk, get me out of the car
Great idea! Encouraging walking is something a world class city like Wichita should do!
Won't bike on any road posted higher than 30 MPH. 20 MPH my limit for walking
Encourage local universities (Wichita State, Friends, Newman) to contract free bus transit for students around town. Bus riding students = more pedestrians. WMTA should start a Google transit account, it's free!

Station 5: Pedestrian Facility Types

Different kinds of pedestrian facilities were pictured and described in a series of boards. The facility types included were those that may be recommended in the plan.

Station 6: Street-Mix Street Design

Participants could use this on-line tool to play with the placement and width of different street elements such as sidewalks, bike lanes and travel lanes to build an ideal street cross section. Photos were taken of the participant with their street cross-section.



Station 7: Comment Forms

Comments received via comment forms
Install sidewalk on the south side of Douglas, from Oliver to Woodlawn. Currently no sidewalks on either side of Douglas from Oliver to Woodlawn. These neighborhoods are full of senior citizens.
Many years ago I was walking west on Douglas east of Grove. As I walked through the street 1 block E of Grove, on the north side, a young driver – talking on his cell phone and speeding – almost ran over me in the crosswalk, as he turned into the street east of Grove. I kept walking the next block. However, when I got to the corner, I looked up to see the traffic light to see if was to cross the intersection at Grove & Douglas, still waking west. At that exact time my foot landed in a slot in the sidewalk. I was very stuck and toppled like a cut tree. All I could say is, oh my God I'm breaking my leg. I bounced on the concrete very hard. My head hit hard. My body body slammed. But my foot popped out. But I could not get up. I was hurt. A driver stopped her car, & stopped to help me. She drove me to get help & offered to be a witness. I had a concussion on my head, a swollen knee, and a broken arm, which went in a cast. Years later, in my now car, I drove by the corner to look at it. The same wedge between the new concrete & the old concrete is still there. Someone else could get their heel sucked down into the same crack/hole in the concrete. I hope someone responsible fills it soon.
It is great that the city has developed a process whereby so many people can have input into this very important feature that impacts the quality of life and health of our community.
I thought the open house was well run. I liked the fact that it was interactive. The Sierra Club is supportive of making biking and walking more safe and convenient. I like many of the ideas presented.
We should encourage builders to build within. Urban sprawl can never grow a community. When you have communities within your city connected to your downtown by light rail & transit then your city can thrive. These can all connect with bike paths & walkable areas.
I appreciate the work of this planning team. Thank you for your intentional efforts to engage the community. Your work is government at its best. How do we engage residents who are under 40 and not white? Build your own street looks like a fun school focused activity.
Great informative meeting. Well organized & many ways to add input. Thank you!
Walking, in a city, is chiefly driven by city government & its land use management and infrastructure development. Wichita has historically, statistically, had one of the lowest population densities, and highest per-capita auto use, in the U.S. – interlocking factors driven by very poor urban planning & city leaders preoccupied with the land development & sprawl industry. Consequently, Wichita has repeatedly been cited in studies as among the nation's top cities in obesity.
Love most of the ideas presented! Only thing I am not a fan of is the "bulb out" extensions at crosswalks. Thanks!
I have a lot of experience walking around in Wichita, and I feel that the thing that needs the change. The greatest problem to me seems to be inattentive drivers, particularly at right turns and by not stopping before the sidewalks at intersections. When they leave parking lots is also problematic. I don't know what can be done about this. I think they know that they are supposed to stop, but I just can't jump fast enough to get out of their way. I would suggest people who do this lose their license for a time and be forced to interact like a pedestrian, but I don't know if that would make enough difference. This is a daily occurrence for me.

Presentation

A brief presentation occurred during the mid-point of the open house. The presentation content included planning team introductions, an over view of the project and project schedule, description of project tasks, a discussion of pedestrian safety design treatments and the next steps in the planning process. The presentation slides are attached to this report.

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AGENDA

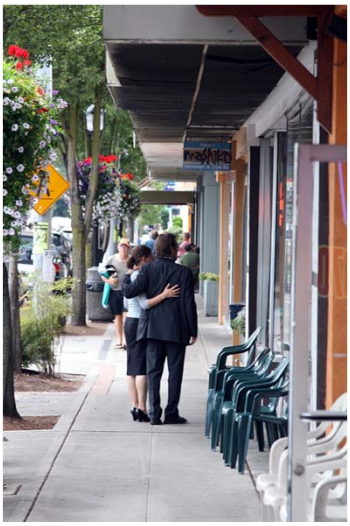
1. Welcome & Introductions
2. Project Overview & Schedule
3. Project Tasks & Schedule
4. Pedestrian Design Discussion
5. Open House Station
6. Next Steps

PROJECT INTRODUCTION

- Increase level of walking satisfaction
- Make walking safer
- Identify community needs
- Biggest return on investment
- Optimal methods for funding improvements

PROJECT TASKS

1) Project Management and Coordination
2) Data Collection and Analysis
3) Public and Staff Participation
4) Analyze Information and Make Design Recommendations
5) Analyze Pedestrian Demand and Prioritize Pedestrian Improvements



PROJECT TASKS

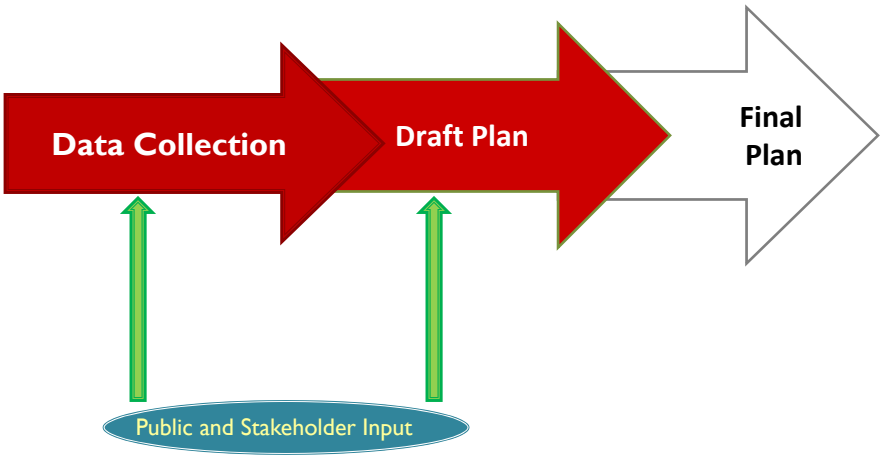
6) Programs and Policies, Institutional Changes to Planning and Design Standards
7) Identify Potential Funding Sources, Implementation Strategies and Next Steps
8) Draft Final Report
9) Deliver Final Documents

PROJECT SCHEDULE

		2013							2014						
Task		June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
1	**Project Management and Coordination**														
1.1	Project Management Plan and Schedule														
1.2	Project Management and Progress Reporting														
2	**Data Collection and Analysis**														
2.1	Existing Data Review and Analysis														
2.2	Field Review of Existing Conditions														
2.3	Policies and Practices Review														
3	**Public and Staff Participation**														
3.1	Agency Interview and Technical Advisory Committee Meetings														
3.2	Citizen Steering Committee														
3.3	Pedestrian Facility Design Training														
3.4	Public Open Houses														
3.5	Online Community Outreach														
3.6	Optional Public Event - Better Block														
4	**Analyze Information and Prioritize Pedestrian Improvements**														
4.1	Detailed List of Design Treatments														
4.2	Template for Design Recommendations														
4.3	Complete Templates for Design Recommendations														
5	**Analyze Pedestrian Demand and Prioritize Pedestrian Improvements**														
5.1	Pedestrian Demand Analysis														
5.2	Pedestrian Focus Areas														
5.3	Staff Training on Ranking Criteria and Methodology														
6	**Programs and Policies, Institutional Changes to Planning and Design Standards**														
6.1	Recommendations for Education and Encouragement Programs														
6.2	Recommendations for Regulatory Changes														
7	**Identify Potential Funding Sources, Implementation Strategies and Next Steps**														
7.1	Implementation Action Plan														
7.2	Memorandum on Funding Sources														
8	**Draft/Final Report**														
8.1	Draft Report and Maps														
8.2	Final Report														
9	**Deliver Final Documents**														
9.1	Deliver Final Documents (Report, Maps, PowerPoint)														

WICHITA PEDESTRIAN MASTER PLAN

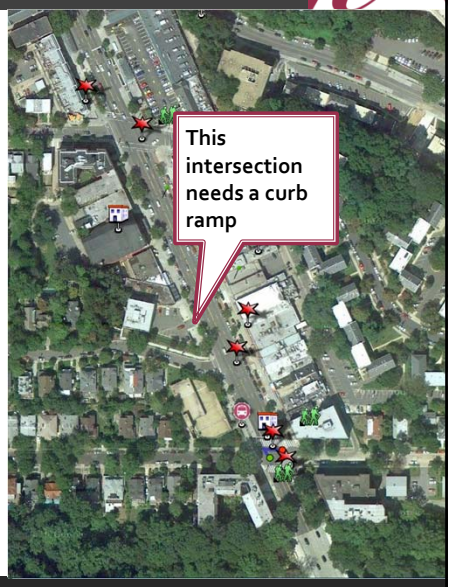
Plan Development Process



(Task 3)

PUBLIC/STAFF PARTICIPATION

- Listening Sessions & Focus Groups
- Technical Advisory Committee
- Citizen Steering Committee
- Pedestrian Facility Design Training
- Public Open Houses
- On-Line Community Outreach



QUESTIONS

Intro to Planning, Design, Implementation

WICHITA PEDESTRIAN MASTER PLAN

Why is it important to accommodate pedestrian safety and accessibility?

Because we are all pedestrians

Designing for Pedestrian Safety - Introduction | Minneapolis MN | *1-12*

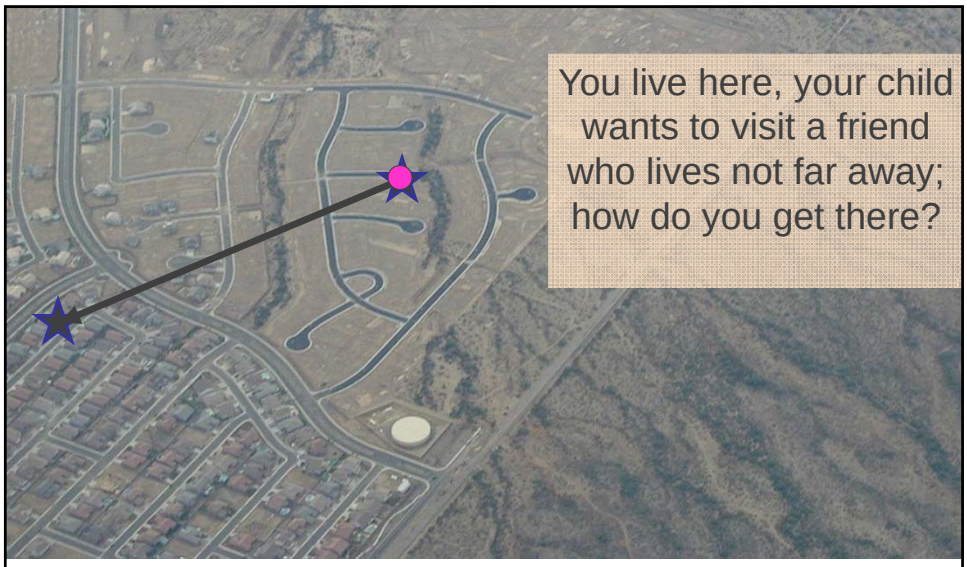
Why?

Because many people do not drive

Because it's good for business – people walk into stores

Why?

Because it will make roads safer for all road users



Cul-de-sac patterns increase walking distances & increase reliance on arterials

Vision of a Walkable Community

A place where a 9 year old and his/her buddy can walk by themselves on a summer afternoon to play in the park or buy a popsicle.

Resources

PBIC: www.walkinginfo.org
FHWA: safety.fhwa.dot.gov
NHTSA: nhtsa.dot.gov
ITE: www.ite.org
AASHTO/NCHRP: safety.transportation.org

Sidewalks

Sidewalk Gaps

Street Trees & Grates; Fencing

Bulb-Outs

Curb Ramps

Push Buttons

Pedestrian Warning Signs

High Visibility Crosswalks

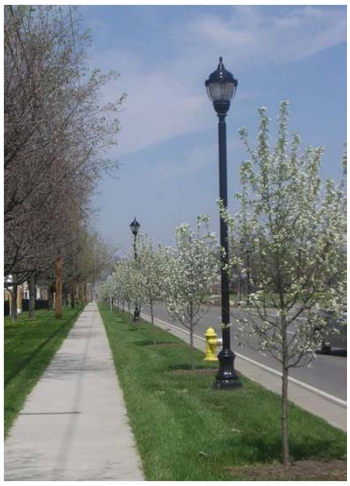
Marked Crosswalks at Unsignalized Intersections

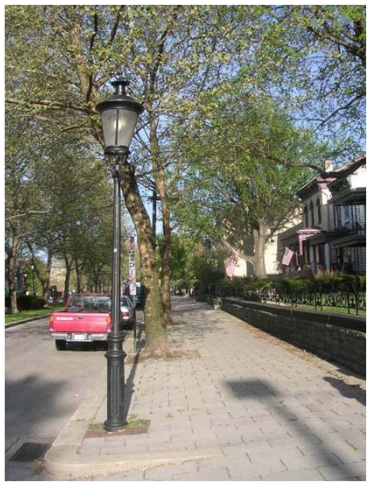
Speed

Crossing Islands

Intersection Lighting

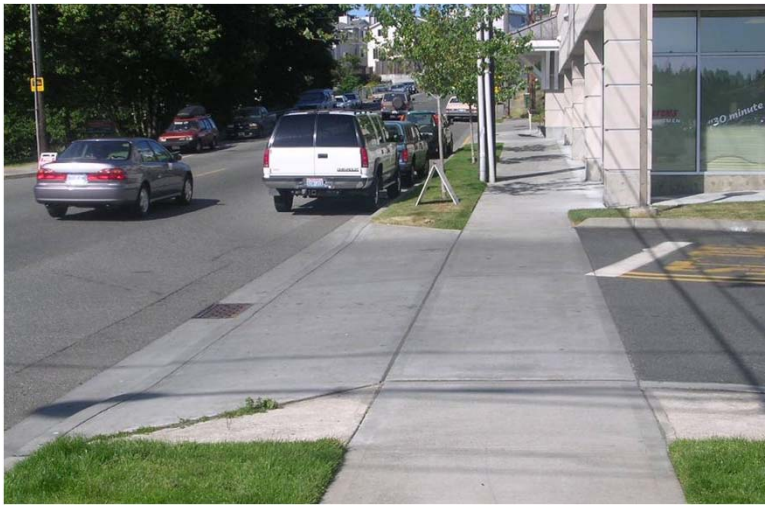
Pedestrian Lighting





Curb Radius

Driveway Design



Rectangular Rapid Flash Beacon

Signal Timing

Advanced Stop Bars

Parking Restrictions at Intersections

Sidewalks to Bus Stops

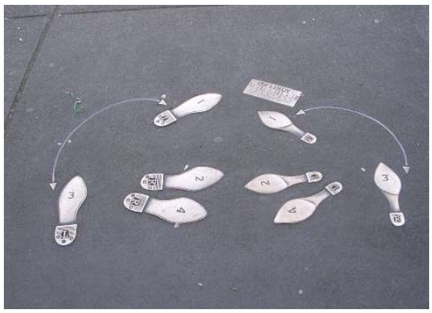
Crossings at Bus Stops

Rain Garden – Natural Drainage

Safe Routes to School

Seniors

Public Art



The "Lindy"

Pedestrian Wayfinding

Outdoor Cafes

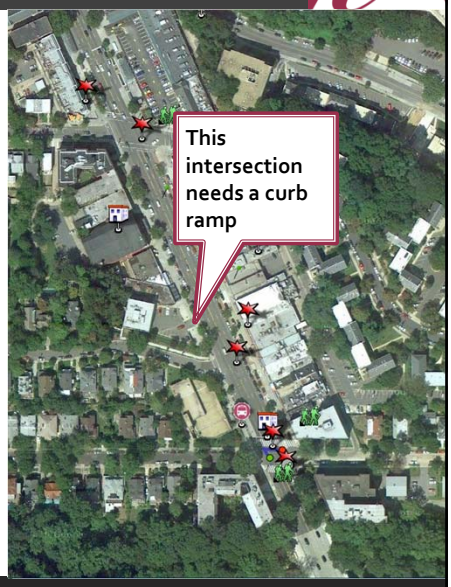
WICHITA PEDESTRIAN MASTER PLAN

OPEN HOUSE STATIONS

OPEN HOUSE

Stations

1. City Maps - Comments
2. Community Survey – Computer and Paper Versions
3. Goals/Objectives – Comment and Vote and Blog Board
4. Pedestrian Facility Types. Street Mix – On-line Tool & Photo
5. Comment Forms

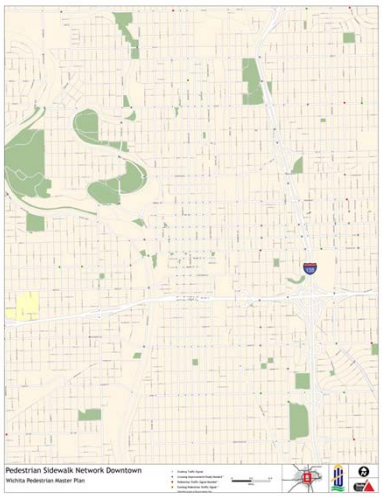


Welcome & Sign In

- Sign-in
- Collect comment forms

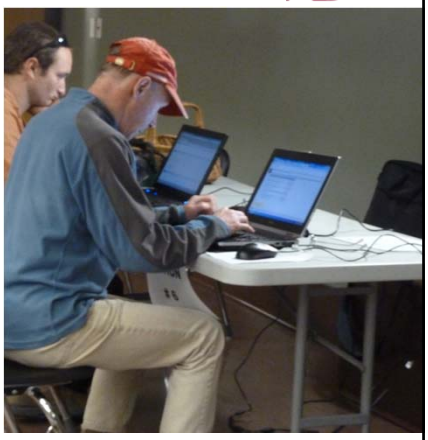
Station 1 : Maps

- Map of Wichita
- Write directly on the maps – tell us where you would like to see improvements for walking;
- Tell us the where there are barriers to walking



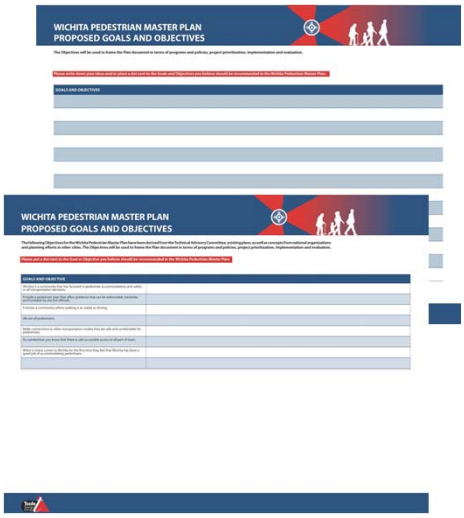
Station 2 :Community Survey

- Take the on-line survey.



Station 3 : Goals and Objectives

- Vote on draft Goals and Objectives (1st board)
- Draft new Goals and Objectives (2nd board)
- Vote on New Goals and Objectives



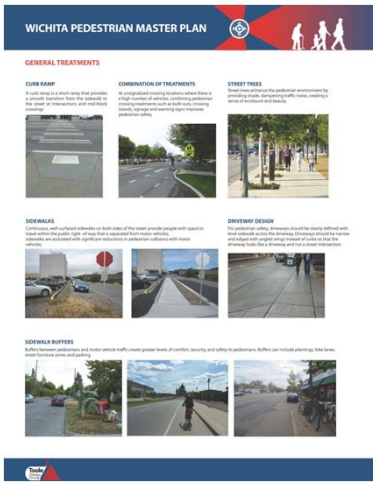
Wichita Pedestrian Master Plan

Station 3 : Comment Blog

- Help generate comments on how to make Wichita a better place to walk.
- Post Post-its on board to record comments
- Help start a conversation chain of comments with post-its

Wichita Pedestrian Master Plan

Station 4 : Pedestrian Facility Types



Wichita Pedestrian Master Plan

Station 4 : Street-Mix Street Design

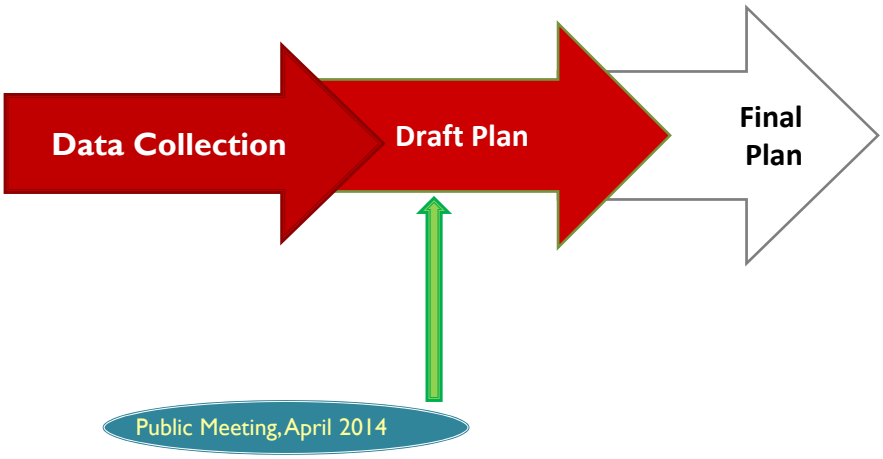
- Build your ideal street cross section
- Get your photo taken with your street

Wichita Pedestrian Master Plan

Station 5: Comment Forms

- Collect comment forms

Next Steps



Photographer

Take photos of:

- Groups of attendees
- The presentation
- Elected officials
- Attendees engaging with displays and stations
- Capture diversity of attendees