

# Wichita Pedestrian Master Plan – Public Open House #2 Report

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The second open house for the Wichita Pedestrian Master Plan was held on May 6<sup>th</sup>, 2014 from 4:30 to 6:30 at Wichita City Hall. There were 46 participants in attendance. Members of the Steering Committee, Technical Advisory Committee, City staff, and the consultant team staffed the event. The meeting provided Wichita residents with a series of stations highlighting the plan progress and draft content. The project team received good feedback on the draft materials including written comments and votes for preferences.

## 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.



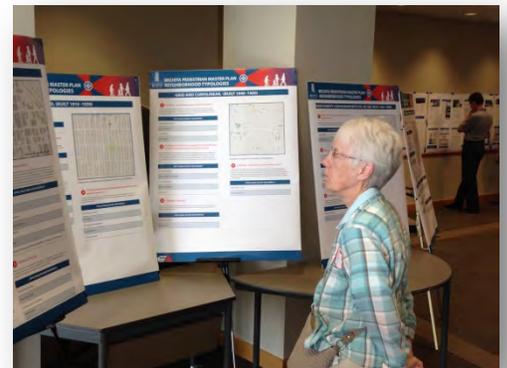
### *Station 1: Plan Overview and Schedule*

Two boards presented the project schedule and next steps for the plan process. They also described reasons why there is a pedestrian planning process, who is involved in developing a plan and information on how to stay updated and involved in the rest of the process.

### *Station 2: Neighborhood Typologies*

Boards describing each of the five neighborhood typologies (different ways that streets are organized per area), based on the growth of the city over time, were presented:

- Downtown Grid (1870-1909)
- Residential Grid (1910-1944)
- Grid and Curvilinear (1945-1960)
- Higher Density Curvilinear with Cul-de-Sacs (1961-1980)
- Low Density Curvilinear with Cul-de-Sacs (1981-present)



Each board included a graphic depicting the typical street layout, the typical challenges to pedestrians, and applicable design treatments for each neighborhood type. An overview board provided a map of Wichita with color coding for each of the five typologies.



**Station 3: Design Treatments**

All 30 of the design treatments were presented to the public. Each treatment provided a description, the benefits, design considerations a photo and graphic of each treatment. Meeting participants were encouraged to provide written feedback on the treatments by writing their comments on post-it notes and sticking them to the treatment. The following comments were received:

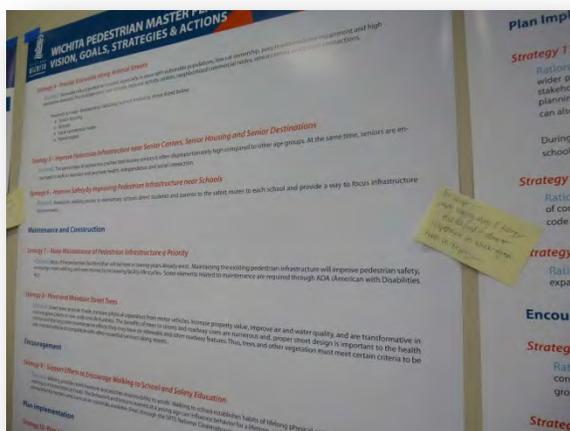
Design Template	Comment
<b>Sidewalk Zone</b>	Thanks for the beautiful fence on 13 <sup>th</sup> St along McDonalds golf course! 13 <sup>th</sup> St near the McDonald golf course need to be cleared of Westar Eclectic post in the MIDDLE of ped walk. We love the street improvement
<b>Crosswalks</b>	Should keep crosswalk paint visible e.g. Riverside traffic circles.
<b>Crossing Islands</b>	The medians and sidewalks on Hillside near WSU are great during sports events. High visibility markings anywhere between Hillside and 21 <sup>st</sup> to 17 <sup>th</sup> are needed for safe pedestrian crossing to large WSU events.
<b>Mid-block Crossing</b>	Keeper of the Plains needs mid-block crossings
	Mid-block crossing needed in old town at train station (across Douglas)
<b>Connector Trails</b>	Neighborhood to schools, stores, and other amenities are important we need ways in and out of developments without cars.
<b>Transit Stop Location</b>	This is NOT an official location BUT the bus stops there: Transit stop immediately west of the stop light at 17 <sup>th</sup> and Hillside creates a hazard because of exiting traffic from McDonald and west bound traffic on 17 <sup>th</sup> immediately crossing Hillside.
<b>Transit Stop Design</b>	Will there be a transit location at the remodeled OLD Dunbar Ctr in 67214 area
<b>Lane Diet / Road Diet</b>	Sidewalk s would reduce the need for many of these solutions

#### Station 4: Transit Planning

Wichita transit staffed a table at the open house and provided information about new transit routes, new bus vehicles, and the redesigned transit route brochures.

#### Station 5: Safety Corridors

The safety corridors: Broadway, Douglas and Central Avenues were presented in a map along with the high crash, high priority mile segments for each corridor.



#### Station 6: Vision, Goals & Strategies

Participants could review the vision, goals and strategies of the plan. An introductory board explained the relationship between them. The strategies were the bulk of the board content which were presented with the accompanying rationale as to why that strategy was important to the plan.

#### Station 7: Performance Measures, Cost and Funding.

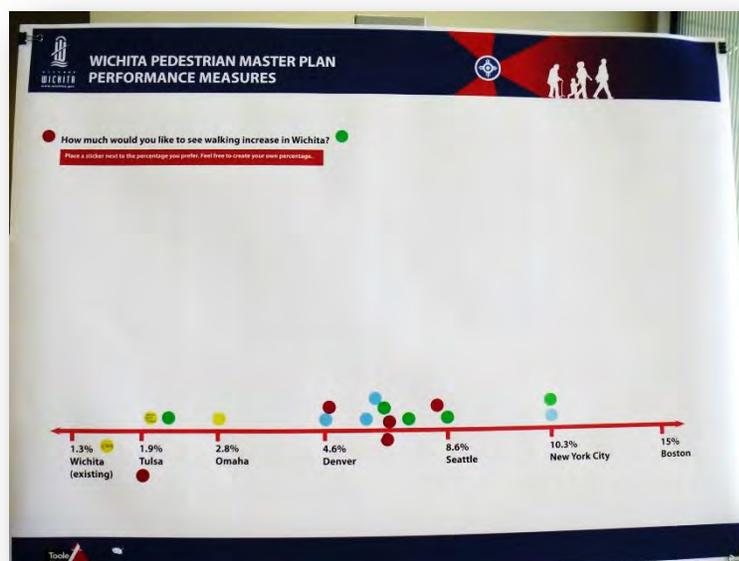
Participants were encouraged to vote with stickers on two of the three performance measures:

##### Performance Measure 1: How much would you like to see walking increase in Wichita?

With walking in Wichita currently at 1.3% for trips to work, the majority of meeting participants who voted, voted to increase walking by between 4.6 and 8.6 percent or, roughly that between the amount of walking currently happening in Denver and Seattle.

##### Performance Measure 2: To Reduce

pedestrian crashes. The performance measure has not yet been determined with a specific measure



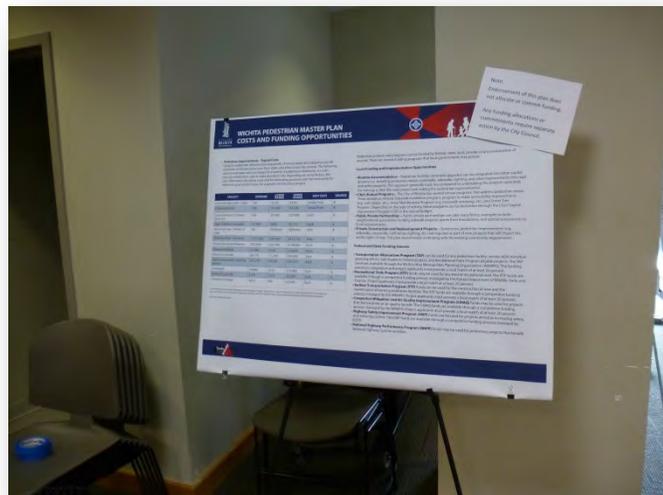
pending further Technical Advisory Board and Citizen Steering Committee meetings. Open house participants were invited to review a list of the number of pedestrian fatalities and injuries from 2000 to 2010, numbers that will serve as base-line information for the pending performance measure.

**Performance Measure 3:** *Increase by 60% the percentage of survey respondents rating the ease of walking in Wichita as “excellent or good” in the National Citizen Survey.* The number of Wichita citizens who respond to the National Citizen Survey as Wichita being an excellent or good for walking range between 45 and 50 percent.

The following comments were submitted for the Performance Measures boards:

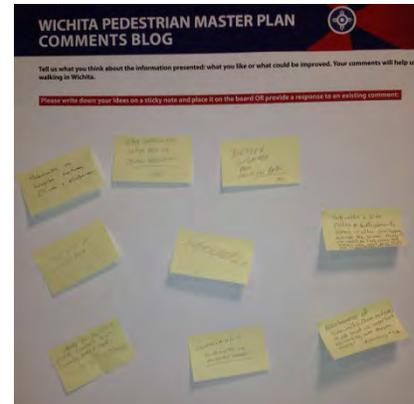
Performance Measures	Comments
Performance measure 1	We are making a positive start! However, we have a long ways to go
Performance measure 3	Downtown/Riverside/Museum Park development and family (couple) use have increased both the use and I think safety of the areas. Thank you
Performance measure 3	Connection of bikes and ped paths. I look forward to the completion of the Rosebud path for both pedestrians and bikes. Need safety lighting and police safety boxes along this trail please.
Performance measure 3	Continue downtown walking improvements consider median development for walkers

A board on cost and funding presented the costs of facilities types to give meeting participants a sense of how much, for example, installation of a sidewalk or street light costs. In addition, an explanation of the funding sources through federal, regional and local options was presented.



### Station 8: Comment Blog

Similar to the first Open House, 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 the following table.



Comments Blog
Make crosswalks safe for us 'Baby Boomers'
Better signage for multiuse paths
Sidewalk and bike paths and buffer/amenity zones: often overlapping but not the same thing: we need to find where the riders are and give them the right KIND of space.
Sidewalk on Douglas between Oliver and Edgemoor
Maintenance of sidewalks (from roots, etc.) is at least as important as making sure they're there! (strategy 7)
Sidewalks!
CONNECTION: sidewalks to neighborhoods!
Thanks for "post-its" to provide comments as we causally walk and read. We are getting there.

### Comment Cards

Comment cards were also available for participants to provide written comments on walking related issues. The cards provided space to answer the specific question – *Please tell us why walking is important to you*, as well as general comments. The transcribed comment cards follow.

Please tell us why walking is important to you	General Comments
For better health, recreation and mobility	This is a good beginning
I enjoy active transportation and would love to be able to walk more. I've enjoyed exploring Wichita by bike and on foot	I utilize the bike racks on the buses and often walk for transportation and fitness/pleasure. It is sad to see a lack of sidewalks around schools and senior centers.

Please tell us why walking is important to you	General Comments
health, exercise, transportation, safety	There is no sidewalk either side of Ridge Rd between 29th and 37th. Is there one planned? If not, can there be? Great sidewalk access on 29th and 37th to Maize (east-west) but N-S sidewalks on Ridge and Tyler and needed between 29th and 37th for all the right reasons. You can not safely walk on the shoulders when you get close to 29th or 37th on Ridge. Thank our for your consideration and I look forward to your reply.
I walk for exercise, fresh air, save gas and because my dogs love to walk	I live by Sheridan and St Louis and sidewalks are not existent so walking to neighborhood stores or walking my dogs requires me to walk on the road. Some vehicle drivers are not courteous and I have even had some try and get as close as possible, making walking unsafe. We need sidewalks all over this city to allow anyone who wants to walk a safe way to do so.
Physical health/air quality/medical insurance and long term care benefit, socializing, safety.	I walk and/or ride my bike in the middle of the street at night in residential neighborhoods because it is safer from possible attacks from dogs/people (no bushes or parked cars to hide behind on dimly lit streets). Will need to re-education drivers to give priority to walkers and watch for bicycles.
I prefer it to driving	
Walk all over town. Walked here today.	Add sidewalks on Douglas - Oliver to Edgemoor. Add sidewalk on Edgemoor Douglas to Central.
	Sidewalk needed on Ridge Road between 29th and 37th
I want my kids to be able to walk and bike to school and to their friends and grandparents house	Sidewalk needed on Ridge Road between 29th and 37th PLEASE!

Please tell us why walking is important to you	General Comments
<p>Right now my vehicles are not working so walking is a necessity. Especially is my need to go to the store. Fortunately the store is close. I also like getting out to walk my dog and enjoy the neighborhood.</p>	<p>It looks like the committee has done a lot of work. I feel that development should stop developing cul-de-sacs. Not only does it make it harder to walk, but also develops more pollution from vehicles traveling from one cul-de-sac to another. On the recommendations on the walls, I am really delighted with the frontage, walkway and buffer zones of the sidewalk. It seems to me that now if a business puts plants or decorations out, it impedes the flow of traffic. I do believe that streets and crosswalks need to be illuminated. There is school crosswalk near College Hill school where the LED lights are blinding maybe have a street light in the area might help. It seems to me that the handicap ramps continue to need work. I am not a fan of the bumpy bricks used in some of them. I don't like the idea back-in angle parking. It seems that could be a lot of trouble. I support all of your recommendation. I feel that #9 will be difficult to implement. This is the recommendation to get kids to walk to school. I think that there is too much fear especially by adults. I do wish that we could be progressive on the bus system. This spoke wheel system is inductive to getting people to use the bus. Good job everyone!</p>
<p>I started running 50 years ago, but now I just walk (try to get out 4-5 times every week. It's important for both mind and body.</p>	<p>I have an issue with the proposed road plan for widening Woodlawn from 37th St N to 45th S. N. As I understand, it will be changed from 2 lanes, with shoulders to 5 lanes, curb and gutter. This would seem to mean that we will lose the shoulders that are presently used by walkers, families, kids on bikes, adult bikers etc. This would be a big loss for the pedestrian/biker walkability to the numerous commercial/retail stores near 37th and Woodlawn. In my opinion this transportation route is heavily used by Bel Aire citizens, who incidentally have no other retail opportunities in the community. I think this road widening is slated for 2020.</p>

Please tell us why walking is important to you	General Comments
Easy way to get regular exercise. Just go out the door!	Too much info on possible solution to absorb. Strategies look good - implementation will be problematic due to funding constraints. Include sidewalk in all NEW developments. More connections are needed. Glad city has developed committees and plans for pedestrian access. Many areas with 4 lane streets could go to road diet to make room for bike paths, sidewalks or multipurpose paths
Everyone is a pedestrian! Walking is important for public health and environmental well being.	
Best form of exercise. Neighborhood feeling. Keeping up with home and landscape design.	
Exercise/Healthy	Well planned
Great way to live a healthy lifestyle. Great mode of transportation. Good way to stay connected to your community and neighborhood.	

## Station Boards

The following boards were displayed at the open house.

## Station 1: Plan Overview and Schedule



# WICHITA PEDESTRIAN MASTER PLAN PROJECT OVERVIEW



### WHY HAVE A PLAN?

- There is a growing interest in Wichita for pedestrian infrastructure improvements.
- The National Citizen Survey compares the satisfaction of Wichita residents to the satisfaction residents in other similar cities. The City of Wichita conducted the survey in 2006, 2010, and 2012. The results of each survey have shown that the satisfaction of Wichita residents with the ease of walking is “much below” the satisfaction of residents in comparable cities. In 2012, Wichita ranked 223 out of 267 cities for residents satisfaction with the ease of walking.
- The Wichita Area Metropolitan Planning Organization (WAMPO) Safety Plan (updated 2011) indicates that from 2005 to 2009, 10 percent of fatalities and 3 percent of injuries within the WAMPO region were pedestrians. The WAMPO region accounts for 18 percent of the state’s population, but 22 percent of the state’s fatal pedestrian crashes and 21 percent of all statewide crashes involving pedestrians.
- The Plan will be a guide for the City of Wichita, identifying the community vision and goals; and the recommended actions to help achieve the goals.

### WHO IS DEVELOPING THE PLAN?

- The planning process is being guided by a volunteer Steering Committee (includes representation from a broad group of stakeholders, including KDOT, WAMPO, school district, Safe Kids, and others)
- City of Wichita Pedestrian Master Plan Technical Advisory Committee (includes staff from various city departments).
- The Steering Committee is guided by is a sub-committee of the Wichita Bicycle and Pedestrian Advisory Board.
- Focus Groups (Includes individuals and organizations that represent seniors, kids, people with disabilities, businesses, downtown, and others).
- The citizens of Wichita who attend the two open houses and participate in other forums such as the on-line survey and on-line map.

### HOW TO STAY UPDATED AND INVOLVED

- Register on the project web page for the City bicycling and walking email updates, with the latest information about this project and others at: [www.wichita.gov](http://www.wichita.gov)
- Visit the project website at: <http://walking.wichita.gov>
- Attend and/or comment at upcoming public presentations at the City Council, advisory boards and planning commission.
- Also, check out the City of Wichita Facebook page.

The City of Wichita is asking Wichita residents to help identify ways to make walking safer, easier and more convenient.





## PROJECT SCHEDULE



2013							2014									
MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	
Data Collection																
			Online Survey and Public Input Mapping													
				Public Open House #1												
						Prepare Pedestrian Design Recommendations										
								Develop Program and Policy Recommendations								
								Develop Implementation Plan								
													Public Open House #2			
												Develop Final Master Plan				

## NEXT STEPS

Once a Plan is drafted, the next steps will be for the Draft Plan to be reviewed by the following boards and commissions:

- Pedestrian and Bicycle Advisory Board
- Transit Advisory Board
- District Advisory Board
- Wichita-Sedgwick County Planning Commission
- City Council



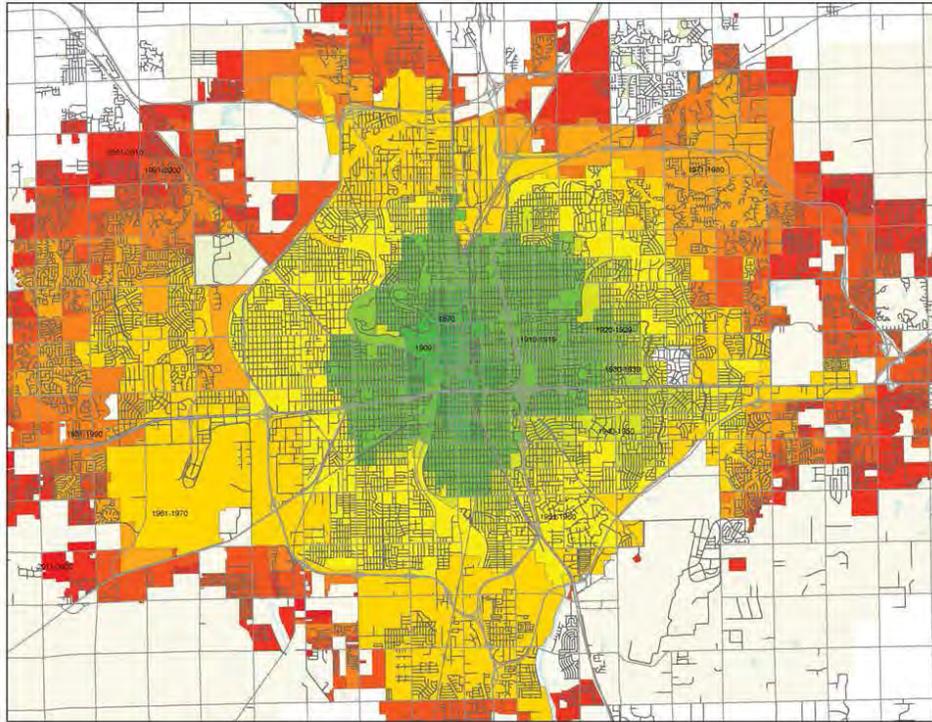
## Station 2: Neighborhood Typologies



Within the City of Wichita, the built environment can generally be categorized into five general development patterns that can be attributed to the time period in which the neighborhoods were developed (see the map below). The five distinct development patterns or neighborhood typologies demonstrate differences in the organization of streets, relationship of residential streets and arterials, provision of pedestrian facilities and overall walking environment in the varying degree of street connectivity. The typologies are categorized as:

- **Downtown Grid (1870-1909)**
- **Residential Grid (1910-1944)**
- **Grid and Curvilinear (1945-1960)**
- **Higher Density Curvilinear with Cul-de-Sacs (1961-1980)**
- **Low Density Curvilinear with Cul-de-Sacs (1981-present)**

The five design typologies are listed on the following boards with the most common **challenges** and **design treatments** to address them.



Legend





## DOWNTOWN GRID, (BUILT 1870 -1909)

### 1 Challenge: excess capacity

Many Downtown streets have wide streets and more lanes than needed to accommodate the amount of traffic using them. Wide streets increase pedestrians' exposure to traffic when crossing the street. This makes additional accommodation for pedestrians at signalized and unsignalized crossing important for safety.

#### APPLICABLE DESIGN TREATMENTS

Road Diet

Width of Lane

Curb Extension

Access Management (median)

Crossing Island

Right-turn slip lane

Pedestrian Signal

Protected Left Turn Phase



Example of a downtown grid

### 2 Challenge: long blocks

The long blocks in downtown make mid-block crossing more desirable for pedestrians wanting to get to businesses and services on the opposite side of the street. Often a pedestrian is more likely to make a midblock crossing instead of walking to the end of a long block to cross at a signalized intersection.

#### APPLICABLE DESIGN TREATMENTS

Mid-block Crossing

Crosswalk

Rectangular Rapid flash

Curb Extension

Crossing Island

### 4 Challenge: one-way streets

Many of the streets in Downtown Wichita are one-way with more than one travel lane, which creates a multiple threat hazard. A multiple threat hazard can occur on roads with multiple lanes in the same direction where one car stops for a pedestrian and a car in the adjoining lane does not because the driver is unable to see the pedestrian due to the other stopped vehicle. Multiple threat hazards can be mitigated for pedestrians trying to cross the street at uncontrolled mid-block locations e.g. locations without signals or stop signs.

#### APPLICABLE DESIGN TREATMENTS

Road Diet

Width of Lane

Mid-block Crossing

Rectangular Rapid Flash

Curb Extension

Crosswalk

One-way to two-way street conversions (Project Downtown)

### 3 Challenge: life on the street

With wide sidewalks and density of businesses, entertainment and restaurants, Downtown is a great place for placemaking related sidewalk improvements.

#### APPLICABLE DESIGN TREATMENTS

Amenity Zone

Buffer Zone

Building Frontage Zone

Driveway Design

Back-in Angle Parking

### 5 Challenge: transit use

There is higher transit use Downtown, this requires accommodations for transit resources (i.e. bus shelters, benches, etc.) within the Sidewalk Zone and facilities to enable pedestrians to safely cross the roadway during periods of high traffic volumes.

#### APPLICABLE DESIGN TREATMENTS

Transit Stop Location

Transit Stop Design

Crossings Near Transit Stop

Amenity Zone



## RESIDENTIAL GRID, (BUILT 1910 -1939)

### 1 Challenge: visibility at intersections

In these areas streets are narrow with on-street parking and street trees.

#### APPLICABLE DESIGN TREATMENTS

Curb extensions

### 2 Challenge: cut-through traffic, one block off of arterial streets

Cut through traffic, avoiding congestion on arterial streets, often uses the residential street one block off of the arterial. These streets often see higher motor vehicle volumes and speeds than other residential streets.

#### APPLICABLE DESIGN TREATMENTS

Chicanes

Mini traffic circles

### 3 Challenge: one-way streets

Some of the arterial streets in these residential areas are one-way with more than one travel lane, which creates a multiple threat hazard. A multiple threat hazard can occur on roads with multiple lanes in the same direction where one car stops for a pedestrian and the other car does not because the driver is unable to see the pedestrian due to the other stopped vehicle. Multiple threat hazards can be mitigated for pedestrians trying to cross the street at uncontrolled mid-block locations e.g. locations without signals or stop signs.

#### APPLICABLE DESIGN TREATMENTS

Road Diet

Width of Lane

Curb Extensions

Crosswalk



Example of a residential grid

Wichita examples: Delano, South Central, Midtown

### 4 Challenge: arterial street crossings from residential areas to adjacent amenities

Locations without pedestrian access across arterial streets, result in shopping areas, services and adjacent neighborhoods that are not accessible to pedestrians who live in nearby residential neighborhoods.

#### APPLICABLE DESIGN TREATMENTS

Mid-block Crossing

Crosswalk

Rectangular Rapid flash

Curb Extension

Crossing Island



## GRID AND CURVILINEAR, (BUILT 1940 -1960)

### 1 Challenge: safe walking routes to schools and parks

The intact street grid makes it possible for students to walk to school. Streets without sidewalks and unimproved street crossings are barriers to safe walking and bicycling for children. Skewed intersections are more common in these areas. At intersections skewed intersections can lengthen street crossings and increase turning speeds.

#### APPLICABLE DESIGN TREATMENTS

Skewed Intersection

Curb Extension

Curb Radii

Curb Ramps

### 2 Challenge: arterial street crossings from residential areas to adjacent neighborhoods or commercial areas

Many shopping areas, services, schools and adjacent neighborhoods are not accessible to pedestrians in residential neighborhoods. Arterial and residential street intersections are often not improved for pedestrians making arterial streets challenging to cross. Walking or ADA access into commercial areas is often not provided requiring pedestrians to pass through parking lots where sidewalks are not provided from the adjacent street to the front entrance of the store.

#### APPLICABLE DESIGN TREATMENTS

Driveway Design

High Visibility Crosswalks

Crossing Island

Pedestrian Signal

Sidewalks

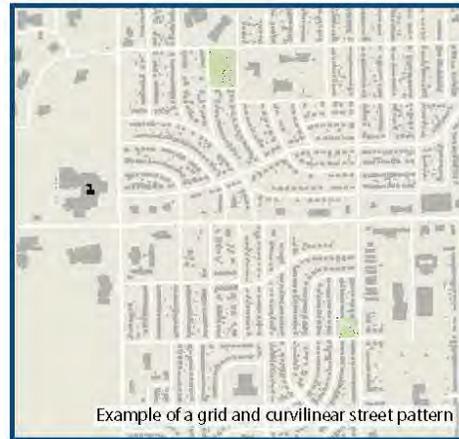
### 3 Challenge: sidewalks

Many of the streets are missing sidewalks from one or both sides of the street. Due to the intact street grid, there is likely a higher volume of pedestrians walking and opportunities for children to walk to school.

#### APPLICABLE DESIGN TREATMENTS

Pedestrian Zone

Buffer Zone



Example of a grid and curvilinear street pattern

Wichita examples: Southwest Neighborhood, Benjamin Hills, Matlock Heights, Fabrique

### 4 Challenge: residential street intersection control

Slowing traffic at residential street intersections is important for the safety of pedestrians crossing the street. At low volume residential street intersections motor vehicle drivers may not always comply with stop controlled intersections or obey rules of the road at uncontrolled locations (yielding) because they rarely encounter cross traffic at those locations. At intersections without control, traffic calming devices can help to slow speeds and improve compliance at intersections.

#### APPLICABLE DESIGN TREATMENTS

Mini Traffic Circles

Curb Extensions



## HIGH DENSITY CURVILINEAR WITH CUL-DE-SAC (BUILT 1961-1980)

### 1 Challenge: *lack of street connections require longer walking distances*

Walking to destination within the neighborhood can be challenging with a lack of connecting streets and sidewalks; and longer distances where connections do exist.

#### APPLICABLE DESIGN TREATMENTS

Sidewalk Zone

Connector Trails

### 2 Challenge: *access management*

Arterial streets adjacent to neighborhoods are where residents access businesses, transit and other services. Driveways and their relationship to the sidewalk can affect pedestrian safety particularly where there is a high number of driveways, where there is no sidewalk or where the sidewalk alignment and grade is not straight and flat.

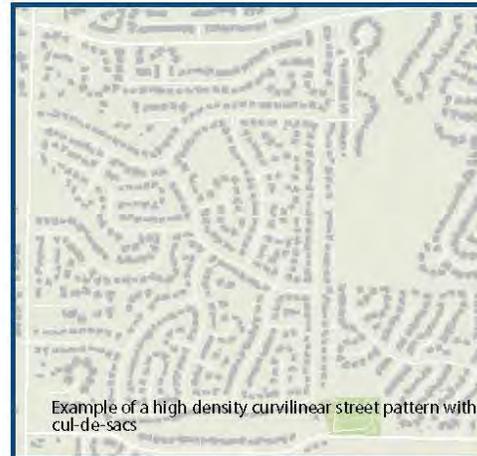
#### APPLICABLE DESIGN TREATMENTS

Access Management

Driveway Design

Illumination Along Corridors

Illumination at Intersections



Example of a high density curvilinear street pattern with cul-de-sacs

Wichita examples: West 21st St and Maize Rd, Westlink and Brookhollow

### 3 Challenge: *traffic calming*

Speeding along residential streets can be a problem in areas where the streets are wide and there are few parked cars. Speeding increases the risk and severity of collisions including those involving pedestrians crossing the street.

#### APPLICABLE DESIGN TREATMENTS

Mini Traffic Circles

Chicanes



## LOW DENSITY CURVILINEAR WITH CUL-DE-SAC (BUILT 198 - 2014)

### 1 Challenge: Lack of street connections within neighborhood require longer walking distances

Walking to destinations within the neighborhood can be challenging with discontinuous streets and cul-de-sacs.

#### APPLICABLE DESIGN TREATMENTS

Connector Trails

### 2 Challenge: Connections between neighborhoods

Adjacent neighborhoods in these areas may be difficult to walk between with the only street connections requiring long walks and/or use of arterial or two lane streets with no sidewalks.

#### APPLICABLE DESIGN TREATMENTS

Sidewalk Zone

Curb Radii

Curb Ramps

### 3 Challenge: single entrance to development

Some developments have a limited number of entrances. The entrances are built wide for high speed, motor vehicle access. Because pedestrians will also use these entrances to access adjacent neighborhoods, transit or street crossings, pedestrian amenities at these locations are important for pedestrian safety.

#### APPLICABLE DESIGN TREATMENTS

Sidewalk Zone

Curb Radii

Curb Ramps

Illumination at Intersections

Crosswalk

Mid-block Crosswalk



Examples of neighborhoods with low density curvilinear street pattern with cul-de-sacs

Wichita examples: Sierra Hills, Lakepoint, Willowbend and Fox Ridge

### 4 Challenge: traffic calming

Speeding along residential streets can be a problem in areas where the streets are wide and there are few parked cars. Speeding increases the risk and severity of collisions including those involving pedestrians crossing the street.

#### APPLICABLE DESIGN TREATMENTS

Mini Traffic Circles

Chicanes

### 5 Challenge: Lack of sidewalks

Many of the streets are missing sidewalks from one or both sides of the street.

#### APPLICABLE DESIGN TREATMENTS

Sidewalk Zone

Buffer Zone

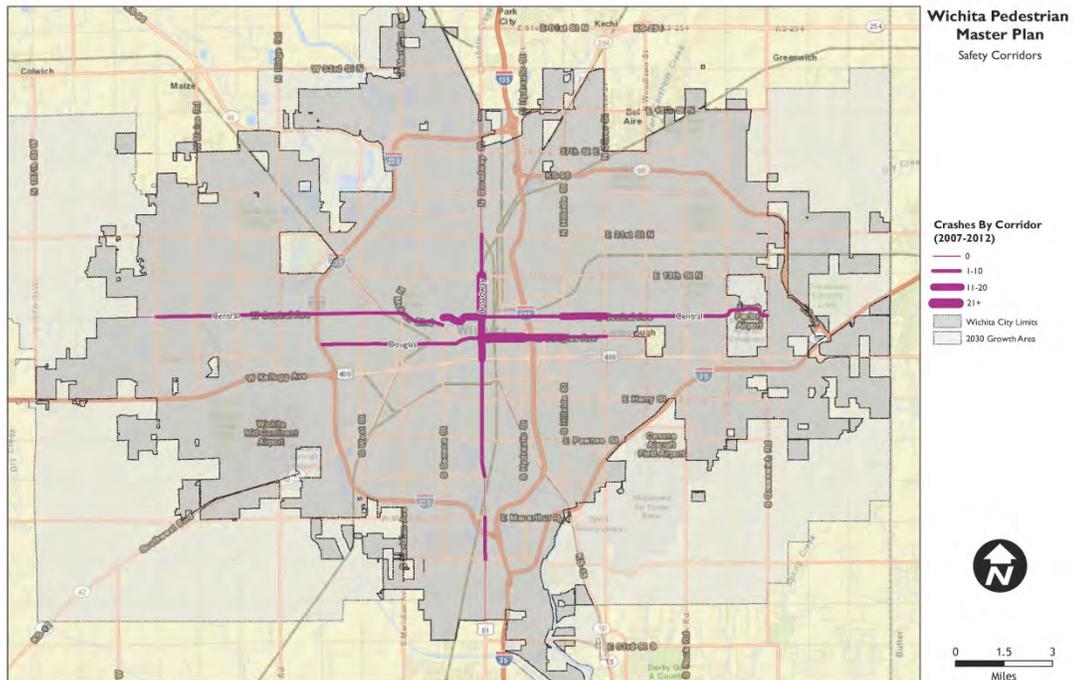
## Station 5: Safety Corridors



The Kansas Department of Transportation (KDOT) maintains a database of reported crashes in the state. To better understand city-wide pedestrian safety issues, the locations of crashes involving pedestrians were analyzed. The crash analysis revealed that three corridors – Broadway Avenue, Douglas Avenue, and Central Avenue – were the roadway corridors where the most pedestrian crashes occurred over the past five years. Since these three corridors traverse the entire city, each of these corridors were broken down into one-mile segments to understand where the crashes are concentrated. The "Safety Corridors – Pedestrian Crash History" lists the names of the roadway segments with the highest number of pedestrian crashes.

ROADWAY	EXTENT (1-MILE SEGMENT)	PEDESTRIAN CRASH COUNT (2007-2012)
Broadway Avenue	Central to 13th	26
Douglas Avenue	Broadway to Hydraulic	21
Broadway Avenue	Kellogg to Central	19
Central Avenue	Seneca to Broadway	15
Douglas Avenue	Hydraulic to Hillside	14
Central Avenue	Hillside to Oliver	12

Pedestrian safety improvements are needed throughout the city. However, when the city has a choice of where to focus resources for improving pedestrian safety, the city can choose to prioritize implementing improvements along these corridors in an effort to improve the safety of these three corridors.



## Station 6: Vision, Goals & Strategies



The Plan's Vision, Goals, Strategies and Actions were developed through an interactive exercise with the project Steering Committee, a public open house event held on September 12, 2013, input from multiple focus groups, and a review of previous planning and policy documents. For the many stakeholders that provided input, there is an overarching desire to improve conditions for walking in Wichita, to make it safer for people walking. Stakeholders also emphasized the need to improve conditions for both seniors and children. There is a desire to make connections between and within neighborhoods even better for pedestrians.

### DEFINITIONS

**Vision Statement:** this is the heart of the plan. It describes what the community will be like in 2024, and provides the framework for this civic plan by identifying key elements and conditions. From the vision statement, the goals, objectives, and strategies have been developed. They are the recommended way of achieving the future vision of Wichita, organized from the most broad/general concepts (objectives) to the most specific (strategies). Below are brief definitions of the goals, objectives, and strategies.

**Goals:** These are what the community wants to work towards achieving. The work of completing a goal is seldom ever completed, it is something that we continually strive to achieve.

**Strategies:** These are recommended to be undertaken to achieve the objective, goal, and vision statement. The Master Plan will include a table for the strategies that describes action items, lead organization and the estimated duration (from start of the action to the finish) to complete the action.



### VISION AND GOALS

**VISION STATEMENT:** By 2024, the City of Wichita will be a pedestrian friendly community and a place where walking is an easy choice in all people's daily lives. Wichita residents and visitors will have easy access to high quality and safe walking environments that connect all neighborhoods, destinations, and multiple modes of transportation, while contributing to a stronger, healthier, and more vibrant Wichita.

The following Goals for the Wichita Pedestrian Master Plan have been derived from community engagement activities, the Technical Advisory Committee, Steering Committee, existing plans, as well as concepts from national organizations and planning efforts in other cities.

GOALS
Goal 1: Provide a safe and welcoming pedestrian network
Goal 2: Improve community accessibility and connections for pedestrians
Goal 3: Promote a citywide culture of walking





## STRATEGIES

The strategies and actions are prioritized in two sections:

- **The Top 10 Strategies** (1-10) are the highest priority to implement first
- **"Down the Road" Strategies** (11-19) are second tier priority strategies

Within each section, the strategies are organized by key factors important to take into consideration when implementing a Pedestrian Master Plan:

- Engineering
- Encouragement
- Education
- Enforcement
- Maintenance & Construction
- Plan Implementation

## TOP 10 STRATEGIES

### Engineering

#### **Strategy 1 – Implement Design Guidance in Chapter X of this Plan**

**Rational:** Reducing crashes, improving access and creating a better walking environment can best be achieved by implementing the design guidance as recommended in this Plan.

#### **Strategy 2 – Create a Marked Crosswalk Policy**

**Rational:** Marked crosswalks help to improve pedestrian safety and the connectivity of the pedestrian network. A marked crosswalk policy can help formalize a consistent approach for the evaluation and installation of marked crosswalks. Uniform and consistent application of crosswalks can help increase predictability for both pedestrians and drivers. The policy can utilize national best practices and the design guidance provided in Chapter X of this plan to:

1. Identify what factors are taken into consideration during evaluation (i.e. traffic volume, traffic speeds, crashes, destinations, roadway design, etc);
2. Establish the primary types of crossing treatments to be considered for any marked crosswalk location (including high visibility crosswalks);
3. Identify the preferred designs and treatments for the crosswalks to improve safety and driver compliance (i.e. high visibility crosswalk designs, etc); and
4. Determine a prioritization process for how crosswalk marking is implemented and criteria for location criteria e.g. school walking routes, high collision locations, and mid-block areas with high number of pedestrians crossing the street.

The policy should be coordinated with the City of Wichita School Traffic Safety Manual (2008), either by incorporating guidance from the manual and/or through updates to the manual.

#### **Strategy 3 – Focus Pedestrian Improvement Resources on Improving Safety at Intersections**

**Rational:** Crashes involving pedestrians and motor vehicles typically occur at intersections. Improving safety through dedicating resources to best practices in roadway design at intersections is the one, single best way to reduce the number of crashes and injuries involving pedestrians and motorists.

The following criteria should be used to prioritize intersections for pedestrian improvements.

- Priority corridors: Douglas Ave, Broadway Ave and Central Ave
- Crash data
- Roadway characteristics: speed, volume, number of lanes, distance between signals etc.
- School walking routes





### Strategy 4 - Provide Sidewalks along Arterial Streets

**Rational:** Sidewalks reduce pedestrian crashes, especially in areas with vulnerable populations, low car ownership, people with mobility impairment and high pedestrian demand. This includes areas near schools, regional activity centers, neighborhood commercial nodes, senior centers and transit connections.

- Proximity to major destinations, including but not limited to those listed below
  - o Senior housing
  - o Schools
  - o Local commercial nodes
  - o Transit routes

### Strategy 5 - Improve Pedestrian Infrastructure near Senior Centers, Senior Housing and Senior Destinations

**Rational:** The percentage of pedestrian crashes that involve seniors is often disproportionately high compared to other age groups. At the same time, seniors are encouraged to walk to maintain and promote health, independence and social interaction.

### Strategy 6 - Improve Safety by Improving Pedestrian Infrastructure near Schools

**Rational:** Pedestrian walking routes to elementary schools direct students and parents to the safest routes to each school and provide a way to focus infrastructure improvements

## Maintenance and Construction

### Strategy 7 - Make Maintenance of Pedestrian Infrastructure a Priority

**Rational:** Most of the pedestrian facilities that will be here in twenty years already exist. Maintaining the existing pedestrian infrastructure will improve pedestrian safety, encourage more walking, and save money by increasing facility life-cycles. Some elements related to maintenance are required through ADA (American with Disabilities Act).

### Strategy 8 - Plant and Maintain Street Trees

**Rational:** Street trees provide shade, increase physical separation from motor vehicles, increase property value, improve air and water quality, and are transformative in creating great places to live, walk and do business. The benefits of trees to streets and roadway users are numerous and, proper street design is important to the health of trees and the long term maintenance effects they may have on sidewalks and other roadway features. Thus, trees and other vegetation must meet certain criteria to be safe, maintainable and compatible with other essential services along streets.

## Encouragement

### Strategy 9 - Support Efforts to Encourage Walking to School and Safety Education

**Rational:** Walking provides both freedom and teaches responsibility to youth. Walking to school establishes habits of lifelong physical activity and the normalization of walking as a transportation mode. The behaviors and lessons learned at a young age can influence behavior for a lifetime, and can help prevent crashes and injuries. There are excellent programs and curriculum materials available (free) through the SRTS National Clearinghouse website.

## Plan Implementation

### Strategy 10 - Plan, Monitor, and Update this Plan for Implementation

**Rational:** Communities that have had the most success in implementing pedestrian plans are those that invest in monitoring progress on Plan implementation.





# WICHITA PEDESTRIAN MASTER PLAN VISION, GOALS, STRATEGIES & ACTIONS



## “DOWN THE ROAD” STRATEGIES

### Plan Implementation

#### Strategy 11 – Make Area-Specific Pedestrian Improvements

**Rational:** Pedestrian facilities operate most effectively as a network. Improvements for the pedestrian network are most effectively identified in conjunction with a wider pedestrian network analysis or to address common issues that occur throughout the community. Pedestrian circulation plans can be a useful tool to help area stakeholders to identify and prioritize improvements related to walking. The pedestrian circulation plans can be undertaken as stand-alone projects or as part of other planning projects, including area / corridor / or neighborhood plans. Pedestrian circulation plans, which provide a plan to help pedestrians get around the neighborhood, can also be focused on multiple locations instead of areas/corridors.

During the process to develop this plan, Wichita stakeholders have indicated that the following areas are high priority locations for pedestrian improvements: parks, schools, senior housing / centers.

#### Strategy 12 – Improve Pedestrian Access to Buildings

**Rational:** Providing connections for pedestrians between the public right of way and private development is important for safety and access. An example of this type of connection is a dedicated walking connection (i.e. paved path or stripped walkway) from the sidewalk to the front entrance of businesses. This will require revision to code for private development to accommodate pedestrians on private property.

#### Strategy 13 – Improve Pedestrian Connections to Transit

**Rational:** Pedestrian facilities are important for transit trips, as every transit rider is also a pedestrian at some point during their trip. Transit benefits pedestrians by greatly expanding possible trip distances and connections. The following actions will be coordinated with updates to the Wichita Transit bus stop guidelines.

### Encouragement

#### Strategy 14 – Encourage Walking for Fun, Health, and Transportation

**Rational:** Active transportation such as walking is an important form of exercise as well as a basic form of travel for short distances. Sometimes encouraging people to consider walking for health or transportation related trips requires additional effort. Encouragement can take the form of programs, campaigns or events to target specific groups or areas within the city.

#### Strategy 15 – Provide Pedestrian Wayfinding

**Rational:** A pedestrian wayfinding system helps to visually connect the pedestrian network, while also providing guidance about the optimal route for pedestrians to reach their destination. Wayfinding can also increase safety by directing pedestrians to preferred facilities and can increase awareness of off-street paths and connections that may otherwise not be easily visible from a roadway. Downtown pedestrian wayfinding can provide guidance to important destinations.



### Education

#### Strategy 16 – Support Safety Education Programs that Focus on Changing Pedestrian, Bicycle and Motorist Behavior

**Rational:** Streets are shared public spaces that facilitate different uses and transportation modes. It is critical for all street users to be respectful of each other and to know the rules of conduct. Education efforts should include targeted enforcement at high crash locations to reinforce the importance of safe conduct on public streets and efforts to educate new drivers. In addition, the City can help promote community safety by sharing general information (i.e. location, severity, number of pedestrians involved) about crashes involving pedestrians.

It is important that the education efforts target behaviors that are the greatest contributors to crashes. National research shows that the following behavior is the greatest contributors to crashes.

- Drivers: Distracted driving,
- Drivers: Failing to yield to pedestrians





## Enforcement

### *Strategy 17 – Develop Enforcement Strategies that Focus on Changing Pedestrian and Motorist Behaviors that Cause Crashes*

**Rational:** Enforcement is an important component of improving roadway safety for all users. Enforcement efforts should complement, and in most cases, be preceded by educational efforts. In fact, law enforcement has an important role to play in educating roadway users about behaviors that improve or diminish roadway safety. Enforcement efforts should be balanced (i.e. target all roadway users, not one group) and focused on those behaviors that are known to cause crashes. For pedestrians, jaywalking and failure to follow traffic controls are among the behaviors that should be targeted. For motorists, not yielding to pedestrians in crosswalks and speeding through areas where there are vulnerable users are among the behaviors that should be targeted.

- Pedestrians: Jaywalking
- Bicyclists: Traveling opposite direction as traffic, riding without lights

## Maintenance and Construction

### *Strategy 18 – Maintain Pedestrian Access during Construction*

**Rational:** Temporary closures of sidewalks can result in significant barriers for pedestrians and lead to dangerous situations. Accommodating pedestrians during construction ensures that pedestrians have clear, safe, and accessible routes as convenient alternatives to sidewalks closed for construction.

## Plan Implementation

### *Strategy 19 – Allocate Staffing and Provide Training to Implement This Plan*

**Rational:** Communities that have had the most success in implementing pedestrian plans are those that invest in keeping staff up-to-date with best practices and that allocate adequate staffing to implement the Plan.

- It is important that new facilities be designed to reflect the latest design guidelines and practices. Nationally available courses and workshops provide an opportunity for planners, designers, and engineers to take advantage of the latest thinking and best practices for pedestrian facilities.
- It is important to have full-time staff in public works and planning bring expertise, knowledge, awareness, and focus to implementation of the Plan. Implementing this strategy is pivotal to the success of the Plan. The level of staff resources allocated (re-assignment of existing staff or new hires) to implement the Plan will affect the pace of implementation.

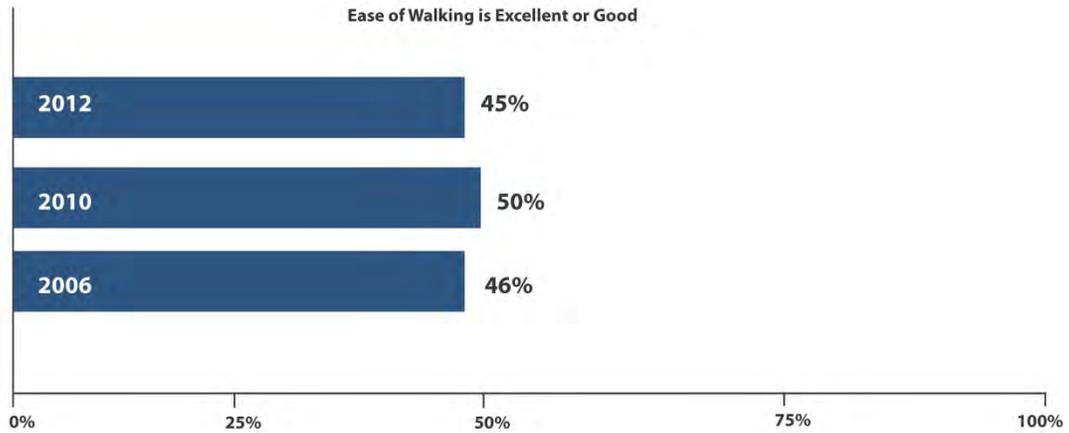




# WICHITA PEDESTRIAN MASTER PLAN



- 3 Increase by **60%** the percentage of survey respondents rating the ease of walking in Wichita as “excellent or good in the National Citizen Survey



Please let us know what you think about this performance measure.

Please write down your ideas on a sticky note and place it on the board OR provide a response to an existing comment





## WICHITA PEDESTRIAN MASTER PLAN PERFORMANCE MEASURES



How much would you like to see walking increase in Wichita?

Place a sticker next to the percentage you prefer. Feel free to create your own percentage.





# WICHITA PEDESTRIAN MASTER PLAN COSTS AND FUNDING OPPORTUNITIES



### Pedestrian Improvements – Typical Costs

Costs for pedestrian infrastructure vary greatly. A recent paper and database provide estimates of infrastructure costs from states and cities across the country. The following are cost estimates and cost ranges for a variety of pedestrian treatments. As costs can vary widely from state to state and site to site, depending on many factors, the cost information should be used only for estimating purposes and not necessarily for determining actual bid prices for a specific infrastructure project.

FACILITY	AVERAGE	LOWER RANGE	UPPER RANGE	UNIT COST	SOURCE
Concrete Sidewalk 5' wide	NA	\$3.25	\$400	Linear Foot	B
Curb and Gutter	NA	\$12.00	\$22.00	Linear Foot	B
Curb Extension/Choker/Bulb-Out	NA	\$7,500	\$20,000	Each	B
High Visibility Crosswalk	\$2,540	\$600	\$5,710	Each	A
Multi-Use Trail - Paved 10' wide	NA	\$200,000	\$800,000	Mile	B
Multi-Use Trail - Unpaved	\$121,300	\$29,520	\$412,720	Mile	A
Pedestrian Hybrid Beacon	\$57,680	\$21,440	\$128,660	Each	A
Pedestrian Signal	\$1,480	\$130	\$10,000	Each	A
Raised Crosswalk	\$8,170	\$1,290	\$30,880	Each	A
Rapid Rectangular Flashing Beacon	\$22,250	\$4,520	\$52,210	Each	A
Streetlight	\$4,880	\$310	\$13,900	Each	A
Striped Crosswalk	\$770	\$110	\$2,090	Each	A
Wheelchair Ramp	\$810	\$89	\$3,600	Each	A

A. Bushell, MSc, PEng, Bryan Rodriguez, Daniel Zapata-Chavez (July 2010). Costs for Pedestrian and Bicycle Infrastructure Improvements: A Resource for Planners, Engineers, Planners and the General Public. [www.walpole.org/openroad/PedBikeCost.pdf](http://www.walpole.org/openroad/PedBikeCost.pdf)

B. City of Wichita estimate

Pedestrian projects and programs can be funded by federal, state, local, private, or any combination of sources. There are several funding programs that local governments may pursue:

### Local Funding and Implementation Opportunities

- **Routine Accommodation** – Pedestrian facilities (new and upgrades) can be integrated into other capital projects (i.e. including pedestrian ramps, crosswalks, sidewalks, lighting, and other improvements into road and utility projects). This approach generally costs less compared to undertaking the projects separately (i.e. coming in after the road project and making the pedestrian improvements).
- **City's Annual Programs** – The City of Wichita has several annual programs that address pedestrian needs. These include an Arterial Sidewalk Installation program, program to make accessibility improvements (e.g. curb ramps, etc.), Street Maintenance Program (e.g. crosswalk restriping, etc.) and Street Tree Program. Depending on the type of activity, these programs are funded either through the City's Capital Improvement Program (CIP) or the annual budget.
- **Public Private Partnerships** – Public private partnerships can take many forms, examples include: neighborhood associations funding sidewalk projects, grants from foundations, and special assessments to fund improvements.
- **Private Construction and Redevelopment Projects** – Sometimes, pedestrian improvements (e.g. sidewalks, crosswalks, curb ramps, lighting, etc.) are required as part of new projects that will impact the public rights-of-way. This plan recommends continuing with the existing community requirements.

### Federal and State Funding Sources

- **Transportation Alternatives Program (TAP)** can be used for any pedestrian facility; certain ADA transition planning efforts; Safe Routes to School projects; and Recreational Trails Program eligible projects. The TAP funds are available through the Wichita Area Metropolitan Planning Organization (WAMPO). The funding process is competitive and project applicants must provide a local match of at least 20 percent.
- **Recreational Trails Program (RTP)** funds may be used for any kind of recreational trail. The RTP funds are available through a competitive funding process managed by the Kansas Department of Wildlife, Parks and Tourism. Project applicants must provide a local match of at least 20 percent.
- **Surface Transportation Program (STP)** funds can be used for the construction of new and the maintenance of existing pedestrian facilities. The STP funds are available through a competitive funding process managed by the WAMPO. Project applicants must provide a local match of at least 20 percent.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** funds may be used for projects that demonstrate an air quality benefit. The CMAQ funds are available through a competitive funding process managed by the WAMPO. Project applicants must provide a local match of at least 20 percent.
- **Highway Safety Improvement Program (HSIP)** funds can be used for projects aimed at increasing safety, and reducing crashes. The HSIP funds are available through a competitive funding process managed by KDOT.
- **National Highway Performance Program (NHPP)** funds may be used for pedestrian projects that benefit National Highway System corridors.



*Station 8: Comment Blog*

## WICHITA PEDESTRIAN MASTER PLAN COMMENTS BLOG



Tell us what you think about the information presented: what you like or what could be improved. Your comments will help us understand how to improve walking in Wichita.

Please write down your ideas on a sticky note and place it on the board OR provide a response to an existing comment:

