

Appendix A: Plan Development Process

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List of Meetings

Technical Advisory Committee Meetings

1. July 16, 2013
2. September 10, 2013
3. November 4, 2013
4. January 17, 2014
5. January 29, 2014
6. February 4, 2014
7. February 19, 2014
8. March 5, 2014
9. March 24, 2014
10. April 4, 2014
11. April, 10,2014
12. April 17, 2014

Steering Committee Meetings

1. September 10, 2013
2. November 6, 2013
3. January 30, 2014
4. March 13, 2014
5. March 27, 2014
6. April 10, 2014
7. April 29, 2014

Technical Advisory Design Subcommittee Meetings

1. January 23, 2014
2. February 13, 2014
3. February 27, 2014
4. March 13, 2014
5. March 26, 2014
6. April 11, 2014
7. April 15, 2014

Joint Technical Advisory Committee / Steering Committee Meetings

1. May 5, 2014
2. May 20, 2014
3. June 10, 2014
4. July 1, 2014

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

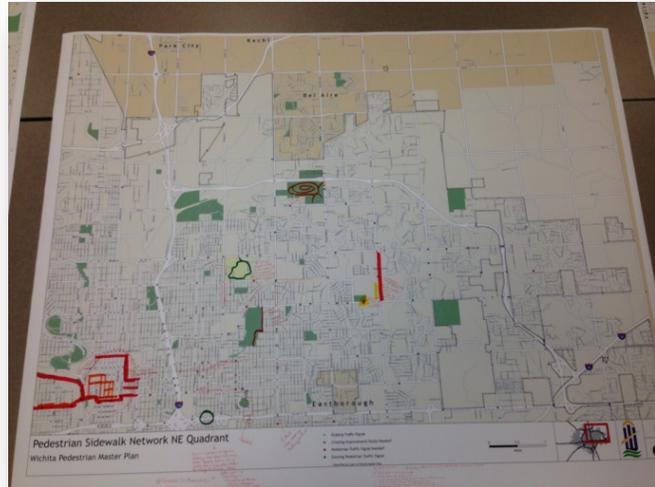


Where people like to walk in NW Wichita

- 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 to reduce robberies from back doors of residences along the path – also needs call boxes to contact police

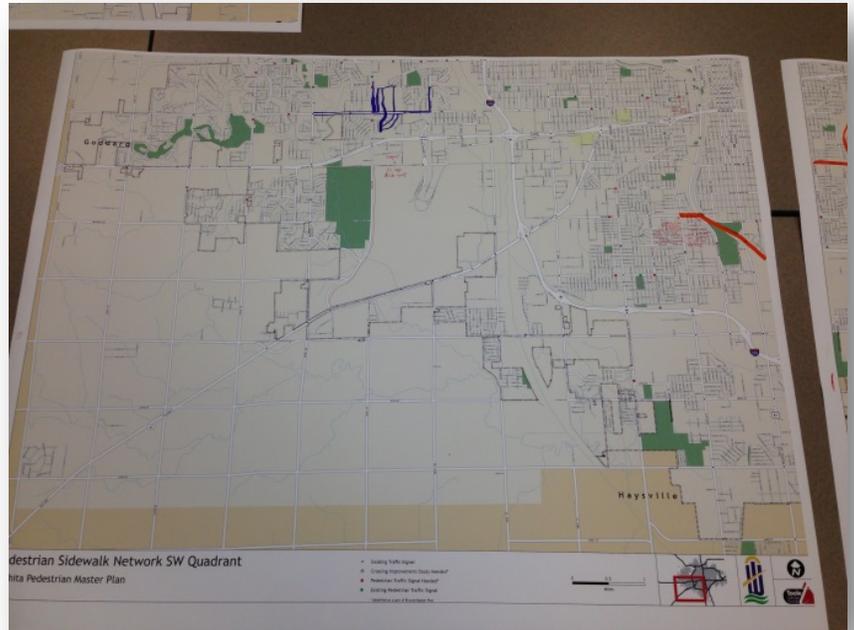


Where people like to walk in NE Wichita

- 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
Provide convenient access from places people live to desired destinations (parks, schools, employment centers, downtown, services, etc.)	32
Provide connections between pedestrian, bicycle and transit facilities	29
Ensure all neighborhoods are walkable	28
Create safe, accessible pedestrian access to all parts of town	16
Provide walking connections between major destinations	15
Make walking as viable as driving	14
Encourage people to walk more for fun, exercise and to get to places	13
Make active transportation the easy choice	13
Integrate safe pedestrian considerations into all transportation decisions	11
Provide pedestrian wayfinding to key destinations	6
Establish pedestrian connections within and between neighborhoods	6
Encourage all people to identify themselves as pedestrians	2
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 <i>Note: +1 indicates that another participant liked/agreed with the comment</i>
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 1 st " entertainment & shopping areas. Like courtyards & semi-enclosed town 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 paths 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 13 th 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 <u>between the new concrete & the old concrete</u> 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 below.



WICHITA

Pedestrian Master Plan



Open House
September 12, 2013



Contact Information:



Ciara Schlichting

Toole Design Group
Minneapolis, Minnesota
cschlichting@tooledesign.com
612-584-4094 x 501

Peter Lagerwey

Toole Design Group
Seattle, Washington
plagerwey@tooledesign.com
206-200-9535

AGENDA



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



WICHITA PEDESTRIAN MASTER PLAN

PROJECT INTRODUCTION



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



WICHITA PEDESTRIAN MASTER PLAN

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



WICHITA PEDESTRIAN MASTER PLAN

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



WICHITA PEDESTRIAN MASTER PLAN

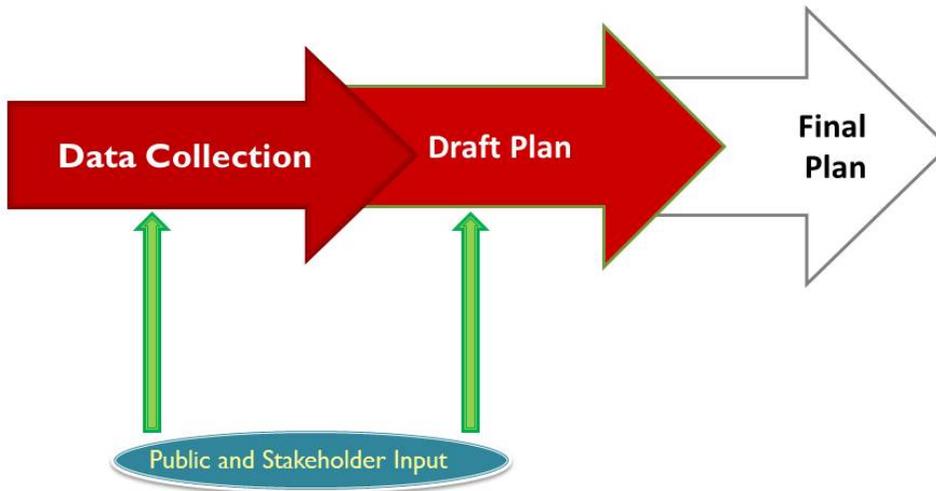
PROJECT SCHEDULE



Task	2013							2014						
	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

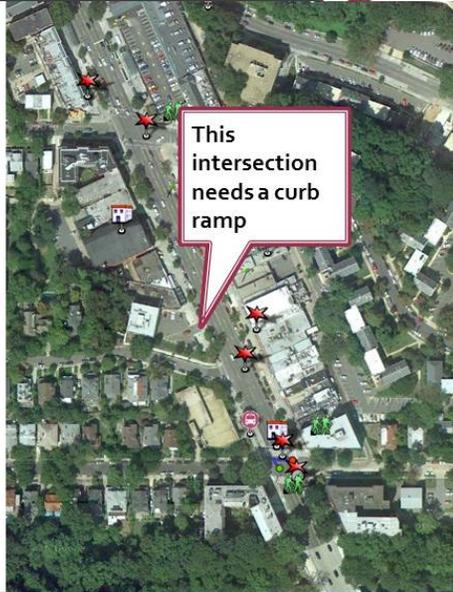


(Task 3)

PUBLIC/STAFF PARTICIPATION



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



WICHITA PEDESTRIAN MASTER PLAN



QUESTIONS



Intro to Planning, Design, Implementation



WICHITA PEDESTRIAN MASTER PLAN

Next Steps



Why is it important to accommodate pedestrian safety and accessibility?



Because we are all pedestrians

Why?



Because many people do not drive



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

Designing for Pedestrian Safety - Introduction

Santa Barbara CA

1-

Why?

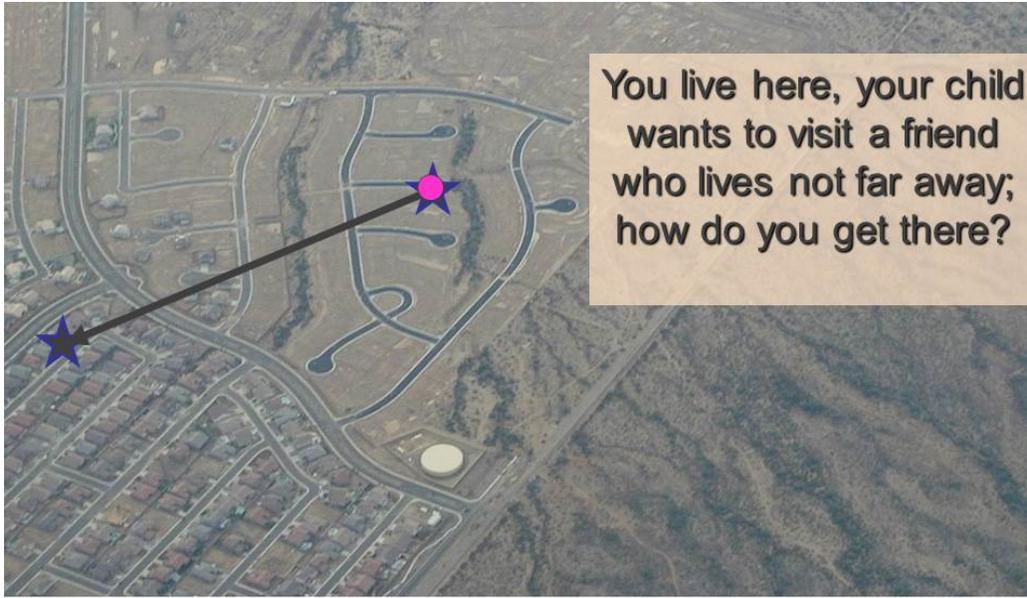


Because it will make roads safer for all road users

Designing for Pedestrian Safety - Introduction

Asheville NC

1-15



**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



Design and Safety of Pedestrian Facilities
A Recommended Practice of the Transportation Research Board
NCHRP

Guide for the Planning, Design, and Operation of Pedestrian Facilities
FHWA

HIGHWAY SAFETY MANUAL
1st Edition
HBM

NCHRP REPORT 500
VOLUME 10
NATIONAL CENTER FOR TRANSPORTATION RESEARCH
TRANSPORTATION RESEARCH BOARD

How to Develop a Pedestrian Safety Action Plan
FHWA

Pedestrian Safety Guide for Transit Agencies
February 2008
FHWA

A RESIDENT'S GUIDE FOR CREATING SAFE AND WALKABLE COMMUNITIES
FHWA

PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
VERSION 2.0A
FHWA

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

Designing for Pedestrian Safety - Introduction

1-18

Sidewalks



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Sidewalk Gaps



WICHITA PEDESTRIAN MASTER PLAN

Street Trees & Grates; Fencing



WICHITA PEDESTRIAN MASTER PLAN

Bulb-Outs



WICHITA PEDESTRIAN MASTER PLAN

Curb Ramps



WICHITA PEDESTRIAN MASTER PLAN

Push Buttons



WICHITA PEDESTRIAN MASTER PLAN

Pedestrian Warning Signs



WICHITA PEDESTRIAN MASTER PLAN

High Visibility Crosswalks



WICHITA PEDESTRIAN MASTER PLAN

Marked Crosswalks at Unsignalized Intersections



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Speed



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Crossing Islands



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Intersection Lighting



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Pedestrian Lighting



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Curb Radius



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Driveway Design



WICHITA PEDESTRIAN MASTER PLAN

Rectangular Rapid Flash Beacon



WICHITA PEDESTRIAN MASTER PLAN

Signal Timing



WICHITA PEDESTRIAN MASTER PLAN

Advanced Stop Bars



WICHITA PEDESTRIAN MASTER PLAN

Parking Restrictions at Intersections



WICHITA PEDESTRIAN MASTER PLAN

Sidewalks to Bus Stops



WICHITA PEDESTRIAN MASTER PLAN

Crossings at Bus Stops



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Rain Garden – Natural Drainage



WICHITA PEDESTRIAN MASTER PLAN

Safe Routes to School



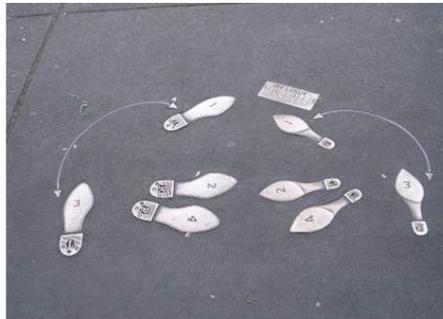
WICHITA PEDESTRIAN MASTER PLAN

Seniors



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Public Art



The "Lindy"

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Pedestrian Wayfinding



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Outdoor Cafes



WICHITA PEDESTRIAN MASTER PLAN

OPEN HOUSE STATIONS

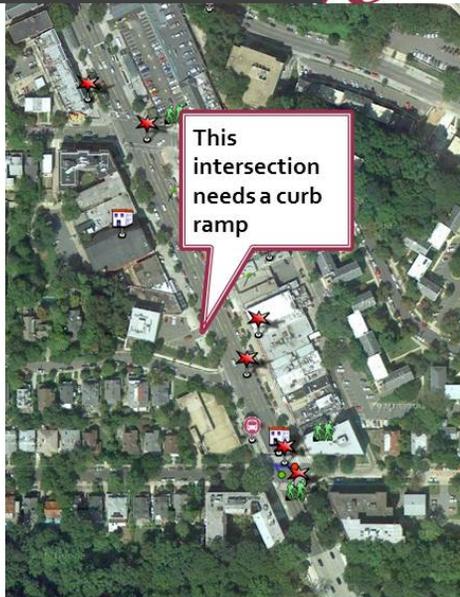


OPEN HOUSE



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



WICHITA PEDESTRIAN MASTER PLAN

Welcome & Sign In



- Sign-in
- Collect comment forms

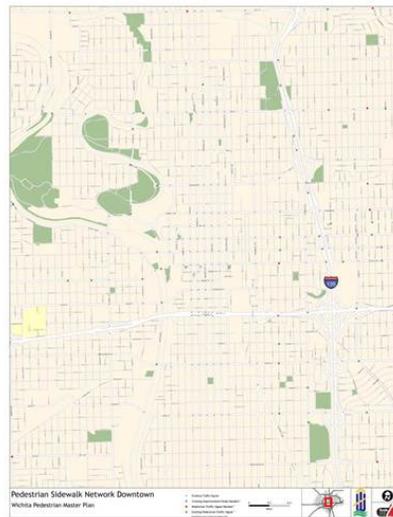


Wichita Pedestrian Master Plan

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



Wichita Pedestrian Master Plan

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

Two overlapping screenshots of a web-based form titled 'WICHITA PEDESTRIAN MASTER PLAN PROPOSED GOALS AND OBJECTIVES'. The form includes a header with the title and logo, a section for 'PROPOSED GOALS AND OBJECTIVES' with a table for input, and a section for 'COMMENTS' at the bottom. The top screenshot shows the form with some text entered, while the bottom screenshot shows the form with more text and a table structure.

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

GENERAL TREATMENTS

CURB RAMP
A curb ramp is a short slope that provides a smooth transition from the sidewalk to a street or driveway. It should be designed to meet the needs of all users, including those using wheelchairs, strollers, and people with limited mobility.

COMBINATION OF TREATMENTS
An integration of multiple treatments, such as high-visibility paint, bollards, crossing stripes, signage and lighting, can create a pedestrian-friendly environment.

STREET TREES
Street trees provide shade, improve air quality, and enhance the visual appeal of a street. They also provide a natural barrier between the sidewalk and the street.

SIDEWALKS
Sidewalks are essential for pedestrian safety and should be designed to be wide, clear, and well-maintained. They should be separated from the street by a curb and include features like bollards and signage to protect pedestrians from vehicles.

DRIVEWAY DESIGN
Driveway design should be clearly defined with a curb, a driveway apron, and a driveway apron. It should be designed to be safe for pedestrians and include features like bollards and signage to protect pedestrians from vehicles.

SIDEWALK BUFFERS
Sidewalk buffers are areas between the sidewalk and the street that provide a level of protection for pedestrians. They can include plantings, bollards, and other features that create a sense of enclosure and safety.

WICHITA PEDESTRIAN MASTER PLAN FACILITIES DEFINITIONS

LOCAL STREET CROSSINGS & TRAFFIC CALMING

PAVEMENT MARKINGS
Pavement markings are used to define the edges of the roadway and provide visual cues to drivers and pedestrians. They include things like crosswalks, stop bars, and speed cushions.

MARKED CROSSWALK/ADVANCED STOP BAR
Marked crosswalks provide a clear path for pedestrians to cross the street. Advanced stop bars are used to give pedestrians a head start in crossing the street before vehicles arrive.

TRAFFIC CIRCLE
Traffic circles are used to calm traffic and improve safety at street crossings. They force drivers to slow down and yield to pedestrians.

SPEED CUSHIONS/STABILERS
Speed cushions and stabilizers are used to reduce vehicle speeds in residential areas. They are designed to be safe for pedestrians and provide a level of protection for them.

CHOCOLATES
Chocolates are used to provide a level of protection for pedestrians at street crossings. They are designed to be safe for pedestrians and provide a level of protection for them.

RAISED SIDEWALKS
Raised sidewalks are used to provide a level of protection for pedestrians at street crossings. They are designed to be safe for pedestrians and provide a level of protection for them.

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



Wichita Pedestrian Master Plan

Wichita Pedestrian Master Plan – Public Open House #2 Report

The second open house for the Wichita Pedestrian Master Plan was held on May 6th, 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.



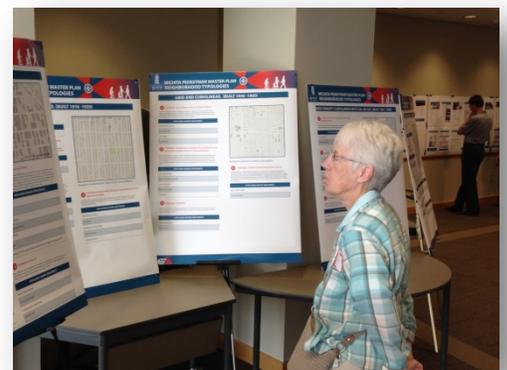
Station 1: Plan Overview and Schedule

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:

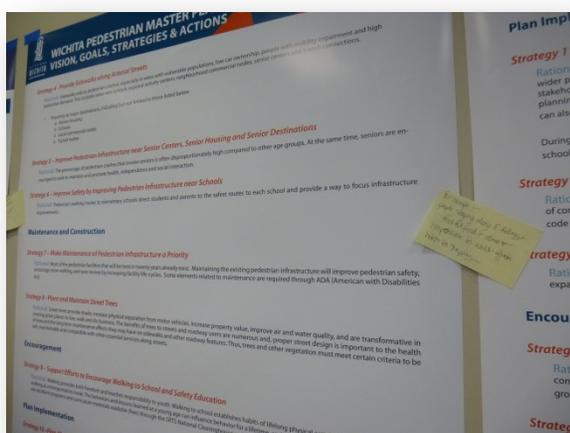
Design Template	Comment
Sidewalk Zone	Thanks for the beautiful fence on 13 th St along McDonalds golf course! 13 th St near the McDonald golf course need to be cleared of Westar Eclectic post in the MIDDLE of ped walk. We love the street improvement
Crosswalks	Should keep crosswalk paint visible e.g.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

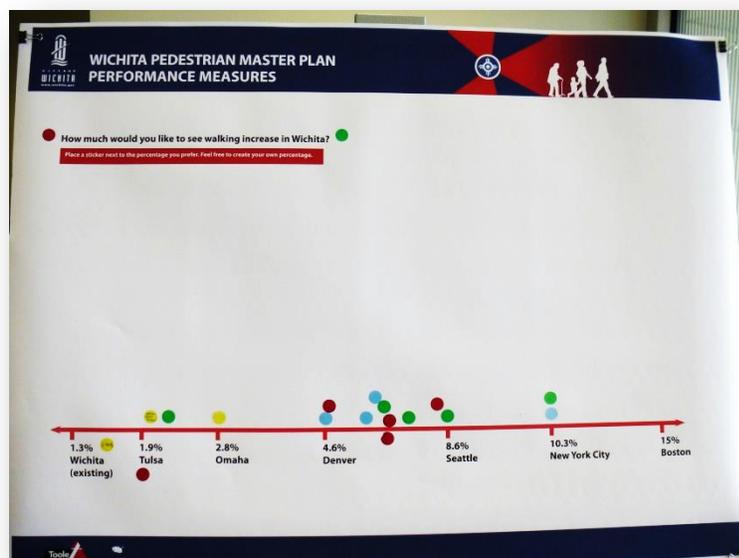
Participants could review the vision, goals and strategies of the plan. An introductory board explained the relationship between them. The strategies were the bulk of the board content which were presented with the accompanying rationale as to why that strategy was important to the plan.

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



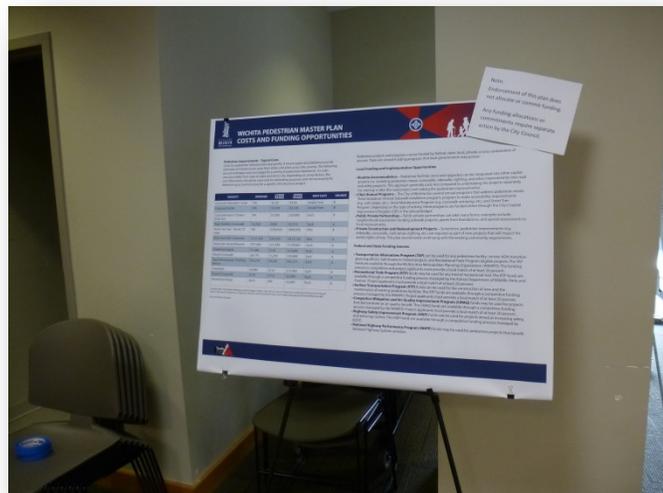
measure pending further Technical Advisory Board and Citizen Steering Committee meetings. Open house participants were invited to review a list of the number of pedestrian fatalities and injuries from 2000 to 2010, numbers that will serve as base-line information for the pending performance measure.

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:

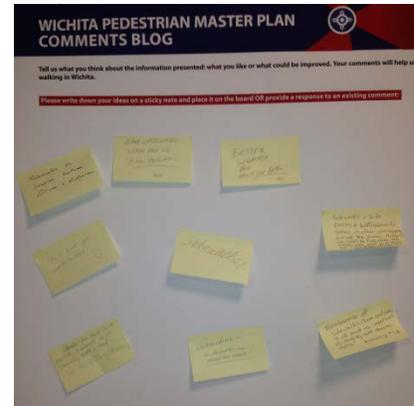
Performance Measures	Comments
Performance measure 1	We are making a positive start! However, we have a long ways to go
Performance measure 3	Downtown/Riverside/Museum Park development and family (couple) use have increased both the use and I think safety of the areas. Thank you
Performance measure 3	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 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
- 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.





WICHITA PEDESTRIAN MASTER PLAN PROJECT OVERVIEW



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



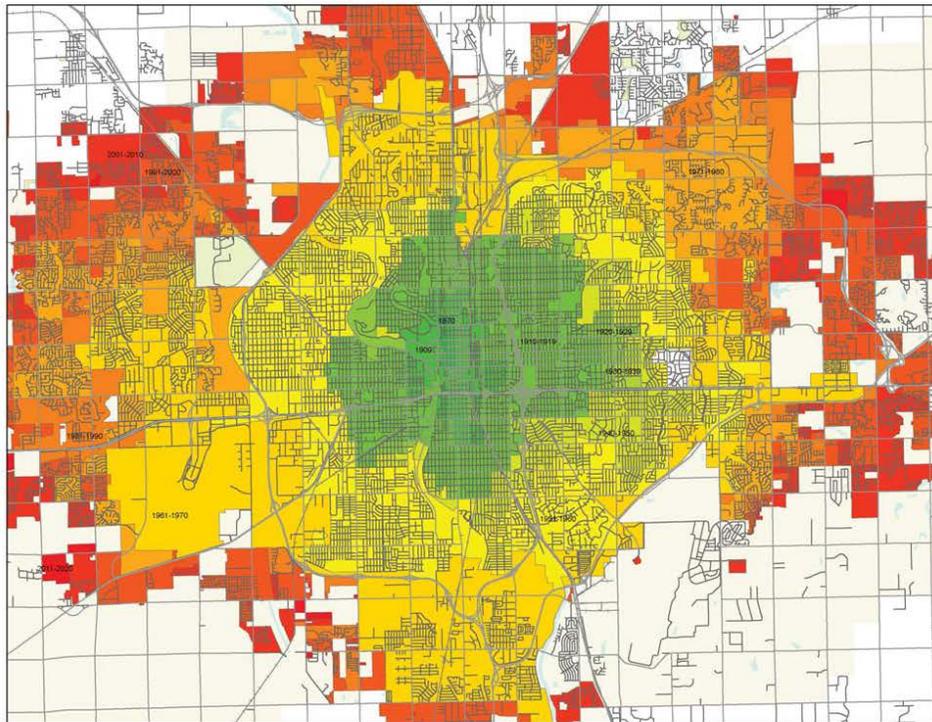
Station 2: Neighborhood Typologies



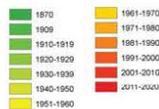
Within the City of Wichita, the built environment can generally be categorized into five general development patterns that can be attributed to the time period in which the neighborhoods were developed (see the map below). The five distinct development patterns or neighborhood typologies demonstrate 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

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

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



Example of a downtown grid

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)

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

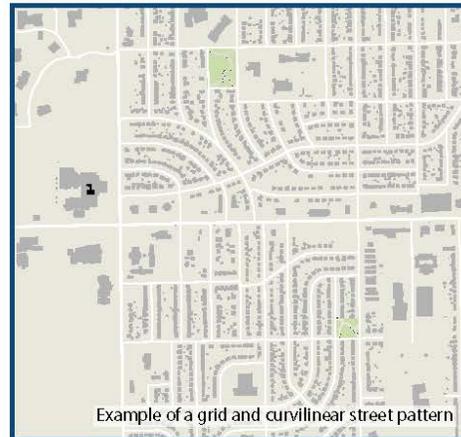
3 Challenge: sidewalks

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

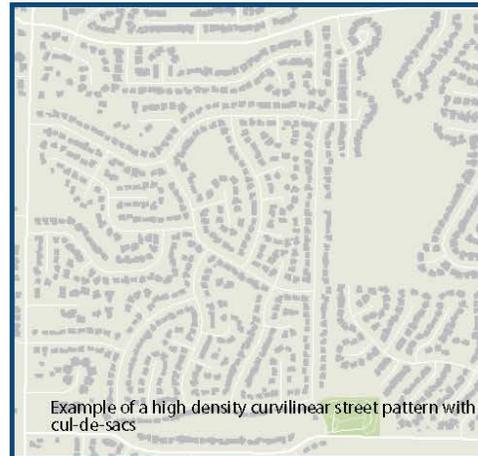
3 Challenge: traffic calming

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



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

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



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

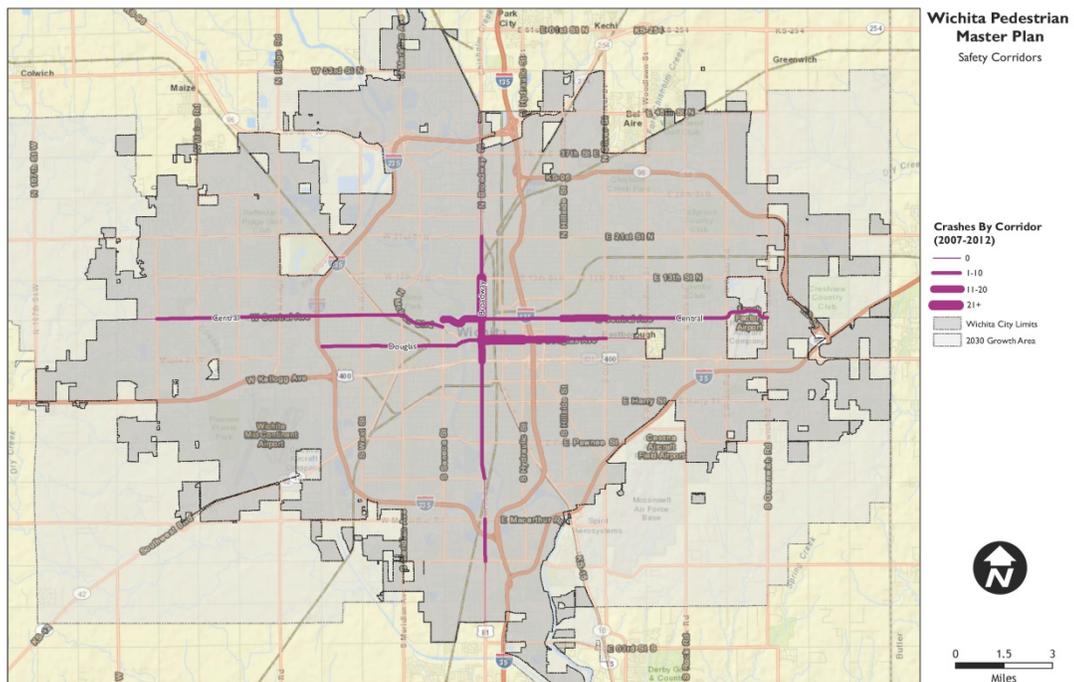
Station 5: Safety Corridors



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





WICHITA PEDESTRIAN MASTER PLAN VISION, GOALS, STRATEGIES & ACTIONS



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





WICHITA PEDESTRIAN MASTER PLAN VISION, GOALS, STRATEGIES & ACTIONS



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.

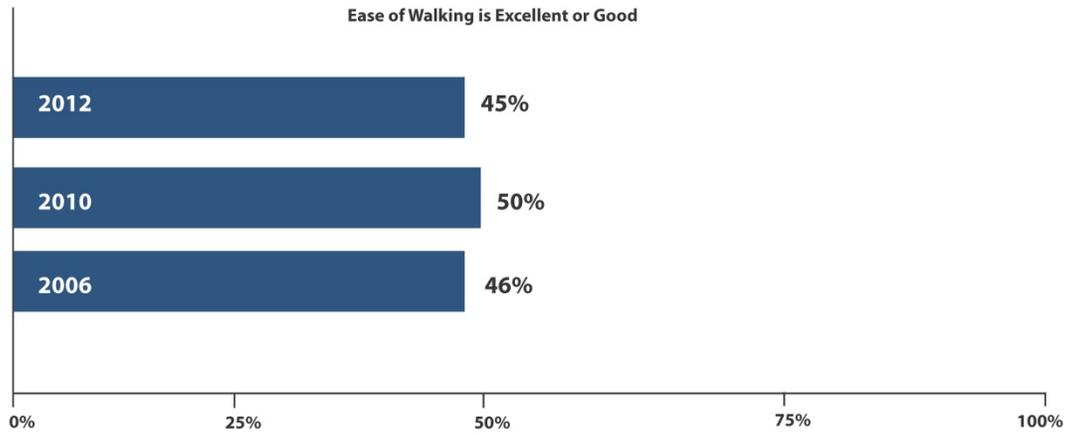
- It is important that new facilities be designed to reflect the latest design guidelines and practices. Nationally available courses and workshops provide an opportunity for planners, designers, and engineers to take advantage of the latest thinking and best practices for pedestrian facilities.
- It 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	\$4.00	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	\$121,390	\$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	\$52,310	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: Buhrle, Hies, Poole, Bryan, Rodriguez, Daniel, Zegac, Charles (July 2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners and the General Public. www.willingsinfo.org/download/PedBikeCosts.pdf

B: City of Wichita estimates

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:



Introduction

An on-line, interactive map was created to collect information from Wichita residents on important pedestrian related locations within city limits. One-hundred and fifty comments from 57 people were collected. The survey was available between August 23rd and October 1, 2013.

Participants were asked to identify locations based on several factors. These factors the number of comments per factor are summarized in the table below.

Comment Location Type	Number of Comments
Routes I walk often	22
Locations where sidewalk is missing	31
Uncomfortable places to walk	16
Locations where off-street connections are needed	4
Places to walk to and from	49
Places I'd like to walk to but can't	9
Barriers to walking	17

Participants drew lines or plotted dots on the map to indicate locations of interest/concern. They were also able to provide written comments. The following summary discusses the results and trends in participant responses.

Map Results Summary by Location Type

Routes I walk often

Participants identified routes throughout the city. The majority of routes identified were recreational walking routes around or to parks, shared use pathways or low volume streets. Several of the locations included pedestrian bridges. The major arterial streets mentioned were W Douglas Ave from the Delano Area into downtown, Harry St and, W 21st St N, Waterman St and E 1st St N.

"Shops on Harry are easy to access by foot, even with the heavy car traffic. Could use more benches. "
"The over-Kellogg bridges really help pedestrians and bicyclists connect to downtown."
"[I] walk to the park/splash park with my young child."

Locations where sidewalk is missing

Participants identified more locations where sidewalks are missing than any other location type. These primarily include arterial roadways north of downtown. Reasons cited include: sidewalks that end abruptly, sidewalks that have been closed, sidewalk that are broken, missing from one side or both sides of the street.

"[This is a] busy street with no sidewalk between two schools."

Uncomfortable places to walk

Many of the locations identified as uncomfortable places to walk were along major arterial streets outside of downtown. Many of them were multi-lane roadways within industrial areas with truck traffic and other heavy vehicle traffic, numerous wide driveway cuts, limited sidewalks, without buffers or street trees such as N Broadway Street. Participants identified locations within Wichita which are the most uncomfortable to pedestrians, not necessarily where they walk or can walk. Of the 16 identified, four were along roadway crossing I-15 such as E Lincoln St between S Hydraulic St and George Washington Drive. One participant called out the intersection of N Central Ave and N Maize Rd.

Locations where off-street connections are needed

There were only four recommendations for pedestrian connections in areas not adjacent to streets, two of which were bicycle lane request. Suggestion for off street connection was to create a non-motorized connection along W 21st St N spanning the Wichita Valleycenter Floodway.

Places to walk to and from

There were nearly fifty responses to this question. Approximately 92 percent of the locations that participants identified were north of Kellogg (US-54) and the majority of those locations were within downtown. All but 9 locations were located on arterial streets. The locations identified were of the following types:

- Restaurants/bars/coffee shops
- Shopping
- Businesses and work places
- Parks/Rec Centers
- Stadium
- Laundromat
- Churches
- Theatres
- Clinics
- Schools (including University)
- Transit center

Places I'd like to walk to but can't

Participants identified several locations that were difficult or not feasible to walk to. There were no comments available to describe why people could not access these locations. However, by reviewing the locations it appears that most were likely identified because they are inaccessible by foot due to major roadways, inconsistencies in the street grid between arterials, large distances between signals, and/or absence of sidewalks etc. For example one participant identified several shopping centers within a mile section without low volume street connections. These shopping centers were adjacent to residential areas in the East Mt Vernon neighborhood. The same was true for shopping center along N Maize Rd.

Barriers to walking

Participants identified the barriers to walking in 3 categories: missing or damaged sidewalk, no comfortable street crossing opportunities and lack of wheel chair ramps. There were only 18 responses to this question.

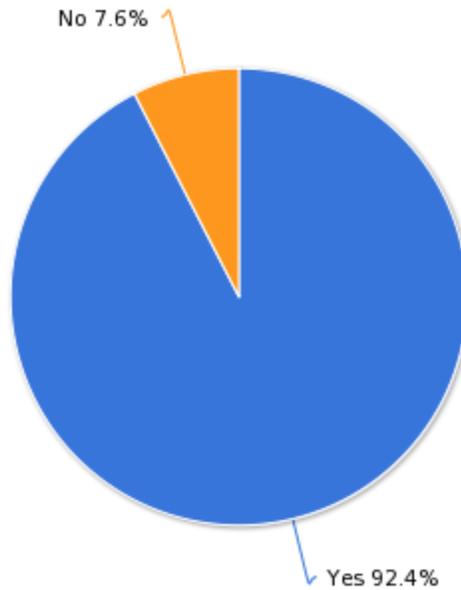
"Everyone in our neighborhood walks dogs and kids over to the park and middle school students go this way as well, it would be great to make it accessible and safe"

The information and comments collected through this process will be used to further refine and identify areas for improvement and treatments that can improve the walking environment in Wichita. The map comments are displayed on a series of maps on the following pages.

Wichita Pedestrian Master Plan Survey Report with Comments

Total Responses: 173

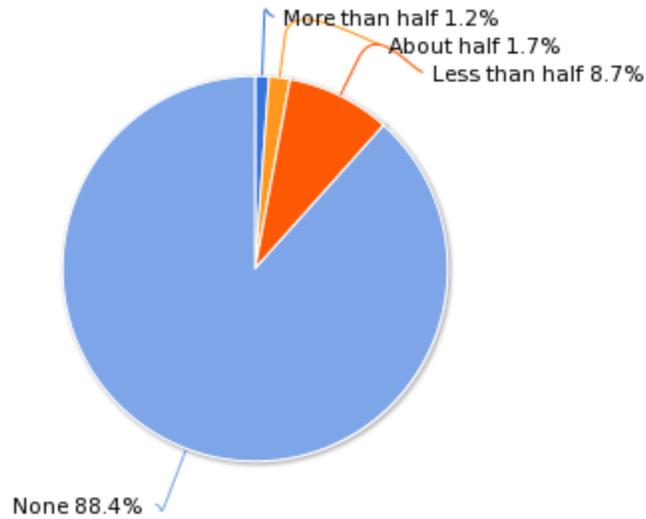
1. Do you walk in Wichita along city streets and/or bike paths?



Value	Count	Percent
Yes	159	92.4%
No	13	7.6%

Statistics	
Total Responses	172

2. How many of your walking trips also include taking the bus? Select the answer that best represents the proportion of trips that involve both walking and taking the bus.



Value	Count	Percent
All	0	0.0%
More than half	2	1.2%
About half	3	1.7%
Less than half	15	8.7%
None	152	88.4%

Statistics	
Total Responses	172

3. Please rate the ease of walking in Wichita.



Value	Count	Percent
Excellent	5	2.9%
Good	37	21.5%
Fair	96	55.8%
Poor	33	19.2%
Don't know	1	0.6%

Statistics	
Total Responses	172

4. How often do you walk for each of the following purposes:

	Daily	More than once each week	Once a week	Once or twice a month	I don't make this kind of trip	Responses
I walk between home and work	4.6% 7	3.3% 5	2.6% 4	6.6% 10	82.8% 125	151
I walk between home and school	1.3% 2	2.0% 3	0.7% 1	2.6% 4	93.4% 142	152
I walk to get to and from the bus stop	1.3% 2	2.0% 3	0.7% 1	9.3% 14	86.8% 131	151
I walk to my car	68.9% 111	11.2% 18	2.5% 4	2.5% 4	14.9% 24	161
I walk for leisure	24.1% 40	39.8% 66	11.4% 19	16.9% 28	7.8% 13	166
I walk to go shopping, run errands or entertainment	8.8% 14	18.2% 29	11.3% 18	24.5% 39	37.1% 59	159
I walk for exercise or personal fitness	31.4% 53	39.1% 66	13.6% 23	10.1% 17	5.9% 10	169
I walk to see friends/family	8.4% 13	13.6% 21	9.1% 14	22.7% 35	46.1% 71	154
Other (please specify in comment box):	8.1% 7	10.5% 9	4.7% 4	2.3% 2	74.4% 64	86

Comments

Count	Response
1	I chase my kids around the house
1	I combine walking with bicycling to or from work most days each week.
1	I ride my bicycle for transportation most of the time .. I don't use the MTA buses
1	I run
1	I run about every other day anywhere from 3-6 miles.
1	I try to visit several merchants in the Delano Shopping area each week.
1	I use a cane
1	I walk between church and home.
1	I walk between work and lunch, go grab a meal at a nearby restaurant.
1	I walk during Final Fridays downtown, to restaurants, galleries & shops.
1	I walk each weekday with a friend. Some days it is my only socialization!
1	I walk on the YMCA track.
1	I walk the dog
1	I walk to church once a week.
1	I work downtown, so I walk to lunch a lot or walk to meetings at other locations downtown.
1	I would do more of this if Wichita had the infrastructure to support it.
1	I would gladly walk to shop or run errands but my area is not multi-use like that.
1	I would like to take the bus more, but the system layout and timetable don't serve my needs.
1	Walk the dog.
1	Walk to events in the city: art openings, concerts, etc.
1	dog walking
1	i walk the dog twice a day.
1	unable to walk, but if I could I sure would.....
1	walk at work one to two miles a day
1	walk to play basketball at the YMCA
1	Public transportation including creating an environment that is conducive to walking is sorely needed here in Wichita.
1	** It should be said that if the bus system in Wichita was more reliable and efficient, I would gladly walk to and from the bus stop.
1	i would walk or ride my bike from home to shop or visit or maybe to work but we have no sidewalks or bike lanes from my home and it's too dangerous
1	I live in Riverside, so this is easy to do. Before, when I lived out at 147th and E Kellogg I couldn't walk anywhere but the neighbors' houses.
1	Once a week, I walk to the local donut shop. I don't walk much on the bike paths, but I bike a lot on them, as well as on the city streets. I also walk to various starting points when I run outside, which is usually once a week.
1	This is THE most unfriendly-to-pedestrians city which I have ever lived in! You just TRY getting safely from a sidewalk to a store entrance in Wichita!
1	I live in an area where there is no park for children within walking distance *unless* (and this is what everyone in the neighborhood with kids or a dog does) we cut through an empty lot to a path where the old RR tracks used to be (near 17th street between rock and woodlawn) and then you have to find the part of the fence that is *broken* (just big enough for one person to walk through) which takes us to the park/middle school. It's too bad my pleas for a neighborhood park are falling on deaf ears, I have sent out so many emails! This vacant lot doesn't get mowed often and the kids all walk home from school this way, it would be so nice to have a little park and a real path to get to the RR path and middle school/huge park near us. If we were to walk the way we are supposed to it takes 50 minutes to walk down Rock Rd and up 13th and much more dangerous for kids to walk up a busy street...the shortcut takes 5 minutes from my house. I really hope someone can email me back about this...if the city could purchase that vacant lot, it would be so nice for our neighborhood! violinjudy@gmail.com
1	I walk everywhere because I don't have a car and don't need a bus (usually) and I hate the taxi companies in this town because they hate the customers.

5. What do you like best about walking in Wichita? Select all that apply.

Value	Count	Percent
There are many sidewalks and paths that lead to my favorite destinations	40	25.8%
The conditions of the sidewalks are generally good	74	47.7%
The sidewalks and paths are nice places to be	43	27.7%
Walking is safe	42	27.1%
Intersections are easy to cross	37	23.9%
Drivers are respectful of pedestrians	24	15.5%
Other (please specify):	33	21.3%

Statistics	
Total Responses	155

Open-Text Response Breakdown for "Other (please specify):"	Count
Left Blank	142
	1
Being outside - you can't just jump off when you get tired - you have to make it back home.	1
Fitness	1
Good exercise, and it's pleasant to enjoy the out of doors.	1
I like walking at WSU	1
I walk outside if I do not have time to go to the YMCA	1
It's pretty flat	1
No of these in Wichita	1
None of the above	1
None of these apply	1
None of these options apply to Wichita	1
Nothing	1
River paths are nice	1
The few sidewalks in my area are nice condition, not enough though	1

Open-Text Response Breakdown for "Other (please specify):"	Count
The grocery store is close. The sidewalks are usually horrid--when there ARE sidewalks.	1
The river path is my favorite about Wichita	1
WALKING FOR THE JOY OF WALKING	1
Walking is healthful	1
Walking is healthier for me and for the environment.	1
accessible crosswalks	1
attractive streets, parks and neighborhoods	1
good exercise	1
need to enforce j-walking laws.....	1
none of the above	1
none of the above	1
none of these are true.	1
nope	1
I love the paths of the east half of the city, tho' some areas need attention, BUT the paths don't really lead to anywhere, do they? It's just a nice way to get a 30-40 -mile bike ride for exercise. And some of those areas, I certainly wouldn't want to be WALKING after dusk. Many bike path intersections are NOT easy to cross, especially during rush hours.	1
Yeah, right on the sidewalks being in good shape and the drivers being respectful. Pa-lease! As if! But I haven't been killed yet so there's that.	1
Buildings provide shade in downtown. Suburban neighborhoods nice. i.e. Riverside with few sidewalks and outlying development with planned walks.	1
I said I don't walk and all of these questions ask about walking. This is a poor survey. I should skip to why I don't walk.	1

6. What makes walking in Wichita difficult or unpleasant for you? Please select up to 4 factors from the list in order of importance (1 being most important).

	Choice #1	Choice #2	Choice #3	Choice #4	Responses
Long distances between my destinations (work, school, parks, shopping, etc.)	52.9% 37	20.0% 14	12.9% 9	14.3% 10	70
Drivers not stopping for pedestrians in crosswalks	33.3% 14	23.8% 10	23.8% 10	19.0% 8	42
Drivers running red lights	23.1% 6	19.2% 5	23.1% 6	34.6% 9	26
Sidewalk gaps or no sidewalks	37.5% 33	27.3% 24	19.3% 17	15.9% 14	88
Sidewalk only on one side of the street	18.4% 7	34.2% 13	28.9% 11	18.4% 7	38
Sidewalk are in disrepair or blocked by plants, debris, sign posts, light posts, etc.	29.7% 19	25.0% 16	26.6% 17	18.8% 12	64
Lack of signage or other information that tells me where I am or where I am going	11.5% 3	19.2% 5	30.8% 8	38.5% 10	26
Fast vehicle speeds	21.7% 5	8.7% 2	30.4% 7	39.1% 9	23
I have mobility limitations (poor health, use of wheelchair or other walking aid)	15.4% 2	0.0% 0	7.7% 1	76.9% 10	13

Lack of facilities for people with disabilities (such as curb ramps)	10.5%	15.8%	21.1%	52.6%	19
	2	3	4	10	
Crossing the street at intersections with no traffic signals or pedestrian signals	16.0%	40.0%	16.0%	28.0%	25
	4	10	4	7	
Sidewalk is too close to the road	13.3%	13.3%	33.3%	40.0%	30
	4	4	10	12	
Poor walking connections to parks or trails	22.4%	28.6%	24.5%	24.5%	49
	11	14	12	12	
Lack of direct connections to my destinations (work, school, parks, shopping, etc.)	31.1%	22.2%	24.4%	22.2%	45
	14	10	11	10	
Inconvenient street crossings	4.5%	22.7%	31.8%	40.9%	22
	1	5	7	9	
Motorists don't yield to pedestrians	32.8%	32.8%	19.0%	15.5%	58
	19	19	11	9	
No street lighting or dim street lighting	21.6%	27.0%	16.2%	35.1%	37
	8	10	6	13	
Crossing wide intersections without enough time to get to the other side	25.7%	20.0%	34.3%	20.0%	35
	9	7	12	7	
Unattractive/unappealing streets (no trees, large parking lots along sidewalks, buildings)	32.5%	17.5%	17.5%	32.5%	40
	13	7	7	13	
I like to drive	26.7%	13.3%	20.0%	40.0%	15
	4	2	3	6	
Driving is easy	41.4%	20.7%	13.8%	24.1%	29
	12	6	4	7	
I feel safer driving	20.0%	28.0%	20.0%	32.0%	25
	5	7	5	8	
I worry about my personal security	20.0%	24.4%	28.9%	26.7%	45
	9	11	13	12	
I don't find anything difficult or unpleasant about walking in Wichita	35.7%	35.7%	14.3%	14.3%	14
	5	5	2	2	
I don't feel safe from crime while walking	31.4%	17.1%	25.7%	25.7%	35
	11	6	9	9	
Other (please specify in comment box):	23.1%	15.4%	7.7%	53.8%	13
	3	2	1	7	

Comments

Count	Response
1	Bicyclists on sidewalks traveling too fast
1	I always carry a firearm for protection because your never safe anywhere.
1	May streets don't have any sidewalks or walking paths at all
1	Need to enforce cars stopping before the crosswalks and intersections.
1	No sidewalks near my home!!! Have to walk in the street!!!
1	Painting wide, clear crosswalk stripes at major intersections would make me feel safer.
1	Plant more trees!!!
1	Question 8 isn't working right.
1	The city simply isn't designed for walking.

1	I am female and sometimes when I am walking minding my own business I get unwanted attention from males - panhandler, wanting to know what time it is and other things that seem fishy or if they were legitimate, why don't they approach another man instead of a woman about?!
1	I like to walk early in the morning (5:00 -6:00 A.M.) When walking alone, it is somewhat unsettling with the amount of robberies and assaults taking place.
1	The sidewalks on Douglas need to be extended east of Oliver to make walking more pleasant for me and my family.
1	LOL. Too many choices, hard to pick just 4. I live in Bel Aire, the whole town is one big sidewalk gap.
1	People let their bushes grow over the sidewalks so you are forced to walk in the grass or street. Also my third reply would be that in many places there are no sidewalks.
1	Our weekday walks are on a golf course--that is, since there are few sidewalks, we'd otherwise be walking IN the streets.
1	Dogs not on a leash; owners letting dogs run loose when their close by; invisible fences, which may or may not be on; stray dogs.
1	We need LOTS of signs along our multi use paths .. we have 40 miles of paths but the public is unaware of them :(
1	It is especially difficult to cross the major roads crossing the 17th St corridor, sidewalk or not...
1	For the cost of improving one street in Wichita, I feel like we could get far more done to provide signs for walking paths, plant trees along them, and add missing lights and benches.
1	I enjoy walking in my area of Wichita (NW). The most unpleasant thing about it is that drivers are sometimes totally unaware of pedestrians--they don't consider that there might be a pedestrian in a crosswalk, or they are downright disrespectful to pedestrians--they see me but turn in front of my anyway. So sad! Sometimes individual stretches of sidewalk are dangerous due to homeowner neglect but not generally.
1	Sometimes, tree limbs are hanging down too low over the sidewalk, and sprinklers keep water standing in low spots.
1	I work downtown. I would like to walk for lunch, there is a lack of food options and too many homeless people. Most are fine but some are off their medication and can be dangerous.
1	I would like to walk more downtown but don't feel safe due to all of the people who loiter. I do feel safe in my neighborhood.
1	It's the distance and time necessary for walking to shopping and work that kill it as a viable option. Biking possible rarely. HOA parks in developments are nice to walk to. NEED safer cross lot walking in commercial areas to promote walking in shopping areas. Refuge isle would be nice on wide suburban intersections.
1	I am a 25 year old female, only 5'2". I have been harassed walking in several different areas of Wichita. I don't have anyone to walk with, I'm introverted, and parks are often really busy or kind of scary. I went to Cypress Park by Fire Station 9/Police Station, I had not been there in a long time apparently. The trail I remember was gone. The equipment was in ruins. It was kind of sad. If I was rich I would donate my money to making Wichita a safe and healthy place to live. Fingers crossed, I will be rich one day.
1	Drivers are inattentive to pedestrians. Very little shade during hot months along sidewalks. Everything is spread out in the city, so walking to destinations is mostly unfeasible.
1	Need sidewalks on ridge between 37th N and 21st street. Need extension sidewalk on Tyler and 37th N street in front of Maize South.
1	i walk daily while in town during lunch or breaks from work. as i've mentioned before, my neighborhood has no sidewalks or bike paths, so my answers will reflect my walking during the work days breaks.

7. Do you feel safe walking in Wichita?



Value	Count	Percent
Very safe	14	8.1%
Safe	69	40.1%
Somewhat safe	82	47.7%
Not safe at all	7	4.1%

Statistics	
Total Responses	172

8. What would improve walking in Wichita? Please select your top 3 choices.

Value	Count	Percent
More visible crosswalks	17	13.6%
Better pedestrian signals	4	3.2%
Curb ramp on every corner where there are sidewalks	15	12.0%
Wider sidewalks	20	16.0%
Repair broken sidewalks	28	22.4%
Better lighting	19	15.2%
Sidewalks on at least on side of most streets	34	27.2%
Better speed enforcement for motorists	10	8.0%
Better maintenance to keep sidewalks free of plants and debris	4	3.2%
Education motorists and police officers about pedestrians' rights and the definition of a crosswalk	18	14.4%
Other	71	56.8%

Statistics	
Total Responses	125

Open-Text Response Breakdown for "Other"		Count
<i>Left Blank</i>		103
"Other" is the only choice. Safety		1
Better bus service throughout Wichita with longer hours		1
Better dog control		1

Open-Text Response Breakdown for "Other"	Count
Better lighting and more, wide sidewalks.	1
Better lite paths, more connections and destination signage	1
Better sidewalks	1
Clearing some brush from the river trails near McLean and sim park	1
Connecting existing trails and building new ones	1
Eliminate or slow bicycles if on sidewalk	1
Fix cracked and shifted sidewalks	1
I don't know	1
I would like to see more lighting along the bike paths	1
Making downtown safer and giving the homeless somewhere to go during the day.	1
More attractive and better connections to destinations	1
More bike/walk trails	1
More coverage far west	1
More good people out on foot and more police presence in parks.	1
More lighting.	1
More paths and connections to public areas.	1
More ped/bike paths.	1
More shaded sidewalks	1
More sidewalks (thinking of Edgemoor Park area in particular); more driver awareness of walkers	1
More sidewalks on the very far northwest side of town	1
More sidewalks, and sidewalks in decent repair.	1
More sidewalks, better lighting, and more things close to each other	1
More signage making drivers aware of pedestrians	1
More street lights- Emergency phones installed at increments on paths- better sidewalks	1
Need sidewalks in neighborhoods.	1
Overgrown trees.	1
Redbud rail trail needs to be paved and maintained from Hillside to 127th St E	1
Repair sidewalks, connect sidewalks on both sides of street!!!	1
Repairs to broken sidewalks, and lighting.	1
Sidewalks	1
Stop encouraging sprawl.	1
To have more, connected paths through all parts of Wichita.	1
Trees, more paths	1
Um...there's only one option?	1
We need sidewalks	1
Where are the choices? Sidewalk repair	1
better street marking	1
better walking paths and sidewalks	1
didn't see choices on #8	1
homeowners keeping bushes trimmed away from the sidewalks.	1
lighting	1
lights.	1
more lights	1
more sidewalks	4
more sidewalks, better lightning, emergency phones	1
safer places to walk like nice parks or walking paths	1
see below	1
sidewalks in older neighborhoods tend to be unusable to elderly and disabled.	1
sidewalks or "complete streets"	1
walking trails	1
Public awareness campaigns that it is not gentlemanly for men to bother women on the street; increased police patrols	1
Improve the Trails and Paths in Wichita. We need to look at cities like Oklahoma City and their improvements they've made to connecting the city and suburbs through trails and paths	1
an overall atmosphere that supported walking - even in terms of outdoor shopping and business with outdoor patios. Both of these encourage foot traffic which statistically has shown to improve crime rates (ex.	1

Open-Text Response Breakdown for "Other"	Count
more people out walking = more likely to be seen if you try to commit a crime)	
better cross walk timing, statues regarding pedestrian crossing fines for motorists who do not stop, better signage for walkers on pathways	1
Make a distinction between older neighborhoods with maintenance and design issues of walks and planning of newer developments to be walking friendly. Plan from there.	1
This question says pick top 3 choices and only gives an other box, what are the choices? Again - poor survey.	1
Better signs for walkers and drivers; markings on streets and sidewalks; public service announcements	1
Trim the landscape for safety and access, repair sidewalks for safety and access. Not having sidewalks on my each side of the street is a barrier.	1
there are no choices in this category. creating more neighborhoods, i.e. Delano, Old Town, where there are complete destinations/resources. improve PedXing signage/street markings to alert drivers. dont know what can be done, but i would never walk downtown as a woman alone-safety.	1
drivers should be more courteous/attentive, better sidewalks, more public transportation to make longer distances reachable without a car	1
Having walkable sidewalks in all areas. Often when there's construction there is simply no way to get from one place to another on foot.	1
sidewalks not built right onto the street- i feel safer with a shoulder/grassy area between sidewalk and street	1
I think better signage would be great, as well as more mileage or connections for paths and bike lanes on main roads to get to and from paths and parks.	1
Do not pile snow at the ends of sidewalks PLEASE! Also if it's in the budget buy a few of those little sidewalk snowplows. Buy a BUNCH!	1

9. Do you have school age children and, if so, would you support programs to encourage them to walk to school?

Value	Count	Percent
No I don't have school age children	134	79.3%
I have school age children and support programs to encourage them to walk to school	30	17.8%
I have school age children and do not support programs to encourage them to walk to school	5	3.0%

Statistics	
Total Responses	169

10. What are the barriers to your child walking to school?

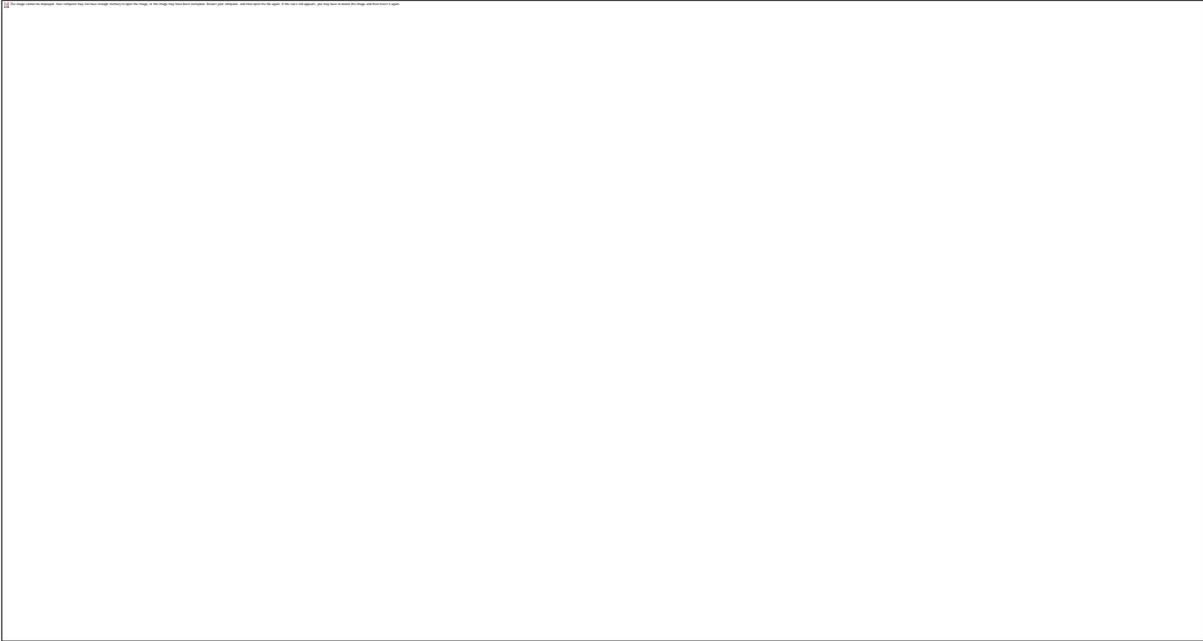
Value	Count	Percent
Distance	28	43.8%
Time	13	20.3%
Amount of traffic	21	32.8%
Driving convenience	4	6.3%
Extracurricular actives	4	6.3%
Lack of crossing guards	6	9.4%
Lack of adults to walk with	13	20.3%
Speed of traffic	17	26.6%
Intersection safety	18	28.1%
Crime	12	18.8%
Weather	15	23.4%
Walking conditions i.e. lack of sidewalks	18	28.1%
Other	18	28.1%

Statistics	
Total Responses	64

Open-Text Response Breakdown for "Other"		Count
<i>Left Blank</i>		155
CHILDREN ARE NOT ENCOURAGED TO WALK TO SCHOOL		1
I don't have school age children		1
I would NEVER let my child walk to school. That is not safe anywhere.		1
If I had children, I'd support encouraging programs, but again, more sidewalks as well		1
N/A		2
No Children		1

Open-Text Response Breakdown for "Other"	Count
No child.	1
School Board seems determined to put all the schools in the middle of nowhere.	1
concerns for the age of children	1
no children	2
no kids at home anymore	1
no school age children	1
young daughter no protection	1
My kids walk to school every day, even in the winter, unless it is VERY cold, and have been walking to school ever since the school has allowed them to walk, They would have walked at a younger age, but the school wouldn't let them. Walking back and forth to school has taught my kids to be more self sufficient. My kids are at the top of their class in grades, attendance and sports, and I think a lot of their success comes from walking to school...	1
If we took all the money that we put into running and maintaining school buildings and put it into a fund to give every child Internet access at home (or small neighborhood computer rooms for those who either have no supervision at home or don't have the self control to study on their own) then it would be better. Teachers would be the only ones who had to go to a "school" (which would be actually a bunch of studios with a camera and multi-media tools)	1
I have a neighborhood of children that have to walk in the street to get to school from Seneca to Meridian on 45th st.so.	1

11. What is your gender?



Value	Count	Percent
Male	73	43.5%
Female	95	56.6%

Statistics	
Total Responses	168

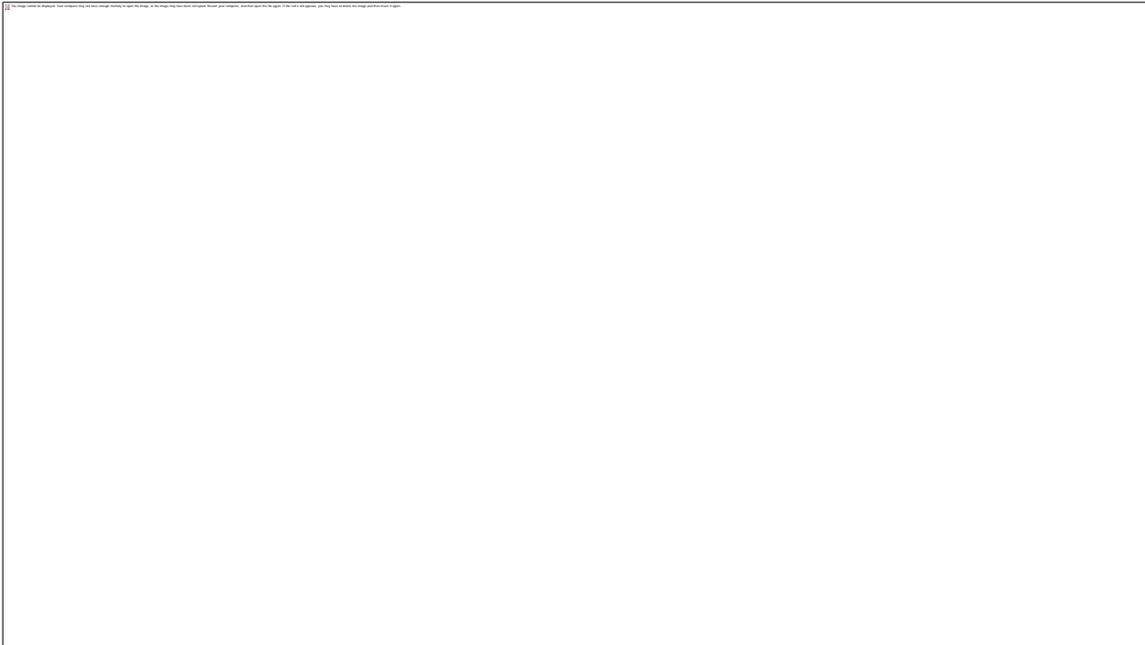
12. What is your age by category?



Value	Count	Percent
0-14	0	0.0%
15-24	8	4.8%
25-49	94	56.0%
50-64	57	33.9%
65 and over	9	5.4%

Statistics	
Total Responses	168
Sum	5,905.0
Avg.	35.1
StdDev	14.1
Max	65.0

13. Do you have a disability that affects the amount you walk or the route you take?



Value	Count	Percent
Yes	14	8.2%
No	156	91.8%

Statistics	
Total Responses	170

14. Zip code

Count	Response
1	55418
2	67002
1	67101
1	67147
1	67201
12	67202
17	67203
4	67204
12	67205
11	67206
5	67207
9	67208
4	67209
1	67210
2	67211
15	67212
4	67213
5	67214
1	67215
4	67216
4	67217
22	67218
2	67219
7	67220
1	67221
6	67226
5	67230
10	67235
1	67037

15. Would you like to receive City of Wichita updates and information related to walking and bicycling in Wichita? If yes, please provide your email address:

Responses not included.

16. Do you have additional comments on the planning process or walking in Wichita?

Count	Response
1	Glad this is getting done...there is plenty of room for major improvements
1	Looking forward to improvements and the possibility of more bike paths
1	More street lights and sidewalks I in northwest Wichita please. 37 and ridge
1	Need a sidewalk on 37th between Woodlawn and Oliver. Then I could walk to Dillons, and would.
1	No
1	Plant more trees
1	Please move everyone downtown, ban Wal-Mart, and burn the suburbs. Thank you.
1	Q8 did not have any choices.....??
1	Question 8 shows no choices.
1	The commercial areas are too far away from the residential areas.
1	Would love to see the master plan incorporated with other recreational activities, parks, etc.
1	drivers generally don't care about pedestrians
1	my pert peeve is people walking against lights and j-walking/////
1	walking path needed from Pawnee to kellogg on east bank of river.
1	This may be beyond the scope of this master plan, but I would really like to see recycling bins along the major walking trails/paths.
1	The bike/walking paths that follow along the river are great. It can be difficult to get from the west side of 135 to the east, there are two walking bridges that go over but have found it the most difficult part of traveling Wichita paths.
1	I wish Wichita would take more pride in the aesthetics. It seems like they're trying to, but the public spaces get mowed rarely, no trees are planted for shade and appeal. Walking just highlights the "ugliness" of portions of the city.
1	My area of town has many new sidewalks and bike paths in generally good shape. Thank you! Sometimes I don't feel safe at intersections and I feel that I have to be hyper vigilant at the intersections because of inattentive or rude motorists--I will always be on the losing end and so I stand way back from the curb while waiting and I make eye contact with each driver or I don't go! Sometimes, even with eye contact, they turn right in front of me when I have the crosswalk OK sign. More education of motorists and enforcement of existing laws would be appreciated.
1	I read about the approval of paving the RR tracks to Woodlawn. Please stop! Barry C told me about the environmental concerns and pavement is the best option to address those, BUT there HAS to be another way. That trail all the way to Andover and beyond is like a little bit of country in the city. I can walk, run, bike on pavement anywhere, but at least this trail and Pawnee Prairie give a little reprieve from the traffic and noise. If you're gonna pave, then you MUST put lights at every intersection along that trail, or build elevated sidewalks. Keep the cement away, and pave sidewalks in the neighborhoods.....
1	Question #8 is not working right. We need to have an education campaign for drivers to know where to stop. Many stop across the cross walk as its marked only by the bricks. Stop, look, proceed.
1	Community walkability is a difficult planning topic for Wichita. Due to suburban sprawl it seems appropriate to plan for walking on a neighborhood basis versus long distance connections across the City. Make interconnections easy within neighborhoods. Require access from neighborhoods to street corner businesses. It is a tragedy that commercial development has been walled off from neighborhoods over the years as suburban sprawl progressed. Separation of most land uses makes sense, but having no access is the tragedy.

1	Better sidewalks, brighter lights and cops riding and patrolling in these. http://www.organictransit.com/ and tell them I recommended them so that maybe they will send me a free one!
1	Walking in Wichita is often viewed as an activity that only people who don't have cars do. As a female walking in Wichita, I'd say that at least once per walking journey, a male in a car either yells comments at me or offers me a ride. Improving the walking paths and the consistency of the paths would make walking more "normal" and walkers less of a target for motorists. FWIW, the lack of sidewalks on Hillside from Central to WSU is a big problem. Pedestrians and bicyclists have to share one poorly maintained sidewalk, on only one side of the street.
1	I like to walk at Sedgwick county park and Chisholm trail park because they are very well used which makes me feel safe. Those parks are a long way from where I live so I don't do this as often as I would like.
1	One of the biggest barriers I face when walking (or biking) to and from work, school, and home is the intersection at McLean and Seneca. When crossing heading south from the west side of the bridge to the little triangle median to the cross walk, it is difficult to see cars that are turning west. They have a yield and a turning lane so they don't have to stop at the light; this makes it difficult to cross there especially because it is hard for me to see them and for them to see me. This is also due to the location of the crossing section on the curve. I'm excited to see this survey, though. I would love to see more Wichita residents walking, jogging, or biking!
1	The think the Bike/Walk Master Plan is GREAT and look forward to many positive changes that will make walking and biking in Wichita accessible and safe.
1	This city has such charming old neighborhoods and such wonderful street trees. We also have air pollution problems and enormous upkeep for the roads. We need to encourage everyone to walk, and it has to be convenient in order to get people to participate. And yanno what, come winter the snow plows need to NOT make it impossible to cross the streets. I wish every city official had to spend a week, just one week, without a car. Boy HOWDY I bet changes would happen fast.
1	Drivers are the biggest problem for walkers. Lacking a crossing light, they typically ignore me unless I step out into the street. At the lights, they often run right through them.
1	Many cities have made outdoor shopping areas very walkable. I miss that and wish Wichita had nicer/upscale shopping areas. Delano just doesn't cut it for me. And Bradley Fair is a serious joke.
1	Most major cities have good public transportation such as buses or minivans throughout the metro area. Then, people walk to the bus stop knowing they will be able to get where they need to go without long waits and walk to their final destination. Once public transport is more timely and accessible, more people will walk instead of drive a car.
1	I applaud the Mayor and City Council for funding this planning process. There are a host of good reasons for our citizens to get outside and walk or bike [community health, environmental health, obesity, etc, etc.]. Having good infrastructure will encourage citizens to get outside and attract new folks to our area. It has a definite, positive, economic, impact. Keep up the good work!
1	We would really do more with more. I think the city's residents would support it with participation especially if the COW and local commercial developers supported the effort with local and neighborhood events, retail establishments and public spaces (parks, restrooms, shopping, trash cans, water fountains, gardens, places to gather, etc.). since Wichita weather only supports partial year involvement, it's crucial to have activities, events and organized encouragement to get people to use it and spread the word.
1	I don't really have a good idea of how to find walking paths and how they might connect to bicycle paths.
1	Connect all sidewalks to the downtown Veterans Park and make/mark additional crosswalks to that park. Disgusting that you cannot walk from City Hall to that Park with complete sidewalks and it crosses a lot of busy streets!!
1	I love the pathways here but none of them connect together, if so there is no signage to direct you. I'm also very displeased with the lack of bike lanes here for such a progressive city. The bike lanes we do have are not maintained and cars park there regularly. What's the point in even having them?
1	In my neighborhood, walking is easy and fun. I walk my dogs every evening, and yes, I pick up after them.
1	I feel Wichita has great walking/bike paths for those who like to use them. As always, it is the individual who is responsible for their own safety, the Police cannot be everywhere and a lot could happen by the time Police arrive.
1	Downtown is still pretty tricky: there's too many parking lots and not enough storefront retail. In general, there aren't enough people on the street.
1	Although this is a walking survey, I bike more than I walk. I would like to see a system which encompasses the entire city of wichita. Not just hit and miss.
1	The city is so spread out. At least making it easier to walk within the different sections of the city would be nice (east side, downtown, west side).
1	A frightening number of Wichita vehicles at a stop light will continue past the white crosswalk stripe and stop on the crosswalk. Many vehicles continue to creep forward over the crosswalk while the light is red.

	This blinds the view of any traffic wishing to safely turn right on red, as well as endangers pedestrians by compromising situational awareness of all other intersection traffic.
1	I rent so I have some flexibility in picking up and moving more easily. I definitely consider the outside environment - walking/running safely when considering a neighborhood, and not just the aesthetics of a home.
1	Please add a sidewalk north of 29th on Ridge Road. This would connect 100's to Sedgwick County Park and Maize South Elementary, Middle School and High School.
1	This survey should have been in two parts - walking in your neighborhood and walking in the area of work. I would have answered differently if I knew which you were asking about. I walk in my neighborhood and feel safe. I would like to walk around downtown at lunch and on breaks for exercise and fresh air and sunshine. I do not feel safe downtown even in the day. There are too many people just hanging out living on the corners who do not have access to medication. They ask for things as you walk by. This can be dangerous - if you even look the wrong way they start yelling at you.
1	The sudden lack of sidewalks in areas places walkers in yards or in the street. Edgemoore South of Central is a prime example. Oliver South of 21. Woodlawn on the East side South of 16th. You have to be in good shape to cross street in the Pedestrian time. Woodlawn is a sprint and still the light changes. Right turn on red is dangerous for pedestrians.
1	I LOVE the 17th st corridor UNPAVED. I can walk on hardtop anywhere, but the RR tracks feel like a nature trail (especially before the mowers got to it a few weeks ago-way overgrown!) and that I'm out in the country, if only for a mile before the next major road. I ask any/everyone I meet what they think, and they agree. I can't see that commuters or road cyclists or families out walking/biking would use the path to specifically get from one place to another without traffic lights. Can you imagine stopping traffic at Oliver, Woodlawn, and Rock, especially? And 13th and Roosevelt, UGH?! PLEASE don't pave anymore, but mow a little more often.
1	don't forget that our area are taxpayers too and we would love to be linked into the bicycling/sidewalk network.
1	I feel the more areas are encouraged to be inhabited by businesses/patrons, the better the area will be policed. Improves safety in walking/biking. Also, the west side has been ignored in terms of walkability, businesses being easy to access on foot. I have no sidewalks anywhere in my neighborhood, so must walk on the streets as traffic passes by. Not pleasant, so don't do it very often.
1	Some paths have grass & weeds growing on and across them. Some need resurfaced. We need to take care of what we have also.
1	There's often a lot of broken glass and trash where I'd prefer to walk. Most often when I'm walking I have my dog with me and it's a danger to her feet and health because she always wants to eat what others have dumped on the side of the road.
1	My family uses the sidewalks and bike paths every day and feel pretty comfortable walking in Wichita. Drivers are not as respectful towards pedestrians as they are in the coastal cities, (such as San Diego, Seattle and San Francisco) but the drivers are much more respectful than Detroit, St. Louis and Dallas. With a little public awareness, I think that driver's attitudes could improve even more. I think that the focus should be on walking / biking paths between WSU and other areas of interest (Downtown) and extending walking/biking paths from Derby/Andover/Goddard to the walk/bike path network that already exists in Wichita. There are quite a few people that commute by bicycle to Wichita from smaller outlying communities and even more that use these paths for walking/jogging. The apps MapMyRun (jogging) and MapMyRide (bicycling) have popular routes that everyone takes around Wichita, and the committee should look at these to see where people go. Wichita has seen some hard times in the last decade, but the Pedestrian Master Plan and the Bicycle Master Plan has improved the quality of life in Wichita drastically, as it is a healthy activity that anyone can enjoy free of charge. I was riding downtown the other day and saw that someone had written "god bless the bike path" with sidewalk chalk on the path down by the river... I totally agree. Thanks for all your hard work.
1	I appreciate Wichita making it more convenient and encouraging folks to walk or bike by building better sidewalks and bike paths. I also notice more people using them than in the past years, more people exercising which is great for Wichita!
1	Again, I think there should be more done to make lone women not feel like we have a bulls-eye on us for weird, creepy men to approach us and bother us when all we'd like to do is mind our own business. I know it would probably cost way more than is practical, but surely I'm not the only woman who has had problems with not being left alone while walking in this city.
1	I would like to see a connection between Sedgwick County Park and the Nature Center out East. Then later connect South Lakes Park to the above mentioned Parks. Better bike and walking paths in Downtown and then buy up the property south of Downtown (So. of Kellogg) and create a Sedgwick County style park in South Central Downtown. Sort of like a Central park in South Central Wichita where a person can go from Old Town to the Skate Park to a big Central Park south of Downtown for riding bikes, walking and jogging.

	But if we could create a biking, running & walking triangle between the East Nature Center & South Lakes Park & Sedgwick Co. Oark - that would be cool.
1	There are several sidewalks that are blocked from driver's view by privacy fence. Drivers can not see around the fence unless they pull thru the crosswalk. I have witnessed many people almost get hit between Greenwich and Rock Road off of Pawnee due to this issue. Is it going to take someone getting killed before this is looked into?
1	Just got back from Nashville which is a beautiful city, but truly Wichita has them beat on walkability. Our bike paths and rails to trails sections are phenomenal! Keep up the work.
1	This survey could have been better. The directions for Question 6 are not very clear. Question 8 asks for your top 3 choices, yet only provides one box to check.
1	The city needs to get cars and bicycles to understand the principle of pedestrian right of way. I grew up in California and remember cars stopping until pedestrians were off of the roadway.

Additional Public Comment Received

Comments received from the Bike/Walk Wichita "petition of support" for the Pedestrian Master Plan Spring 2014

Comments
This is needed.
We need to become more of a walking friendly community!
Sidewalks needed on n. Ridge rd from 29th to 37th. Please connect me to maize south & sedg co park!
Please add more sidewalks around Wichita!
This place has potential. Give it the chance!
Sidewalks & mixed-use planning is what Wichita needs! I love walking & riding my bike in ICT!
Many foreign countries rely on walking and/or bicycling as their main modes of transportation. Americans suffer many problems from the inability to walk and ride more. Let's 'pave' the way for more people, our city, our communities, to be able to walk and ride. We'll all be better off as a result. Thank you.
Connect up the already existing bike paths, and add some more! Repair the older paths, as well. Some are many decades old! More signage would help.
As a physical education teacher for thirty-two years I definitely know the urgent need for all Kansans to be active. Even though I find most Kansans lazy and slothful, the opportunities should be there for those that choose to practice actively moving. Build more sidewalks, and actually pave some dirt streets.
Great work! Yes, I agree!!
This should also increase the number and quality of bike paths / lanes.
Developing walkability is definitely the key to solve most of the society/neighborhood issues: health, criminal activities and safety, environment, ...
I think this is vital for today's society.
I support this plan! :)
I want to live in a walkable neighborhood.
I only wish the rest of the city were as walkable as my neighborhood! If I didn't have to work I would never need to drive. Big money and environmental savings!!
Walkability is a big part of why my husband and I chose where we now live.
I support the Wichita Pedestrian Master Plan because we need to make Wichita an inviting City to live, work and play! In order to do this we must improve connectivity to our neighborhoods and businesses. In an economy such as ours, walking options would allow the viability of being mobile and staying connected not to

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mention the positive health affects walking provides us all.
I support walking AND biking in the Wichita area!
Even though I do not live in Wichita, I think this plan is a great idea that I can support.
<p>I live on the west side. More and more folks of all ages are out walking or riding bikes along our public streets and sidewalks. More middle school and high school kids walk in groups of 3-4, (not to do mischief, just to hang out) with friends, or ride their bikes to McCollum, Wilbur and Northwest schools. Elders are walking with a friend or pet, parents are pushing strollers as they jog/walk while their older children ride their small bikes along side. Some folks now sport backpacks and water bottles wearing work clothes as they bike or wait for city bus transportation to work sites.</p>
<p>What is particularly noticeable is that these people make eye contact with each other, smile, nod, sometimes speak to others they meet. In short - they CONNECT informally, and each of those connections makes my Westlink neighborhood that much stronger and more desirable to live in. Young families are flocking here to buy first/second homes as original residents pass on or move elsewhere. ALL WICHITANS DESERVE THESE QUALITY, LIFE SUSTAINING EXPERIENCES.</p>
<p>The time is right NOW! USD 259 school curricula, the medical community, churches, Girl Scouts, Boy Scouts, private clubs, you name it, all are encouraging constituents to get out and WALK, RIDE A BIKE for fun, walk/ride a bike to work, meet and greet others that live on your streets, and in your neighborhood. Its healthier in too many ways to list!</p>
<p>These voices carry the same message. Make some small changes in your lifestyle now. They will bring about BIG, positive changes in the aggregate. It's a WIN-WIN from the bottom up.</p>
<p>Local governments wield the most power (both politically and economically) to respond most efficiently and effectively as they grow stable, well-balanced, healthy communities for constituents. Mr. Layton and his city-planning team, I believe, understand and support concepts that motivate Wichitans to THRIVE, not merely survive.</p>
<p>Supporting this walking/biking piece in the City Transportation Plan is a no brainer: they know it and our City Council members do too in their-heart-of-hearts. Big money interests and narrow ideologies simply cannot whitewash this one away. Its an easy equation. They make more money when workers are healthier and tax bases reduced. Monies that aren't diverted to propping up sick, alienated neighborhoods will used to build stronger businesses and infrastructure. TA-DAAA!!</p>
<p>We need to get out and walk or bike our city, and appreciate the lovely place that we live, as well as each other!</p>
<p>My wife and I try to walk 30 minutes every day. Our neighborhood is easy to walk in, even though it doesn't have many sidewalks.</p>
<p>Please bring this plan to fruition. Walking must be a large part of any city's transportation priorities</p>
<p>I am a big believer in keeping active by exercising. People of all ages can benefit by having safe walkways.</p>
<p>West Central construction west of 119th now includes sidewalks which holds walkers that used to walk in the road, children walking from Elizabeth Ann Seton and it is so welcome to have safe walking area. Sunday the walks were filled with owners with dogs, walkers and children.</p>
<p>I can think of no other thing that makes me feel more alive than walking around ANYWHERE!</p>

Comments

My husband and I are avid road cyclists for exercise and recreation. I also use my bike for errands when possible. It feels more dangerous to ride on the sidewalks even when they are designed wider for cycling because drivers do not anticipate cyclists on the walkways. Plus, walkers feel intimidated by cyclists on the sidewalks and have to move off to allow passage. Bike lanes on streets would be much more welcome. Just a line on the street makes me feel safer, provides guidance for drivers.

A big part of what I like to do when I visit other cities and countries is to take long walks through neighborhoods. It gives me a taste of the community I would not get simply from visiting tourist areas. That is what I would like to make available to visitors to as well as residents of my adopted city of Wichita. Having walkways throughout the city would improve health, beautify the city, positively affect tourism, and bring new business to the Wichita area.