



Bicycle and Pedestrian Advisory Board

Monday, October 13, 2014

5:30 – 7:00 P.M.

777 E. Waterman, Building 200
 Wichita Transit Van Maintenance Facility
 Conference Room
 Wichita, Kansas 67202

Agenda

<u>Item</u>	<u>Time</u>	<u>Description</u>
1.	5:30 pm	Call to Order Jack Brown, Chairperson
2.	5:31 pm	Approve Previous Meeting Notes Jack Brown, Chairperson
3.	5:35 pm	Board Member Project Reports Jack Brown, Chairperson
4.	4:45 pm	Wichita Proposed Sales Tax Pavement Maintenance Improvements, and Bicycle and Pedestrian Plans Alan King, Director of Public Works and Utilities
5.	6:10 pm	K-96 Path Improvements at Chisholm Creek Park Larry Hoetmer, Landscape Architect
6.	6:35 pm	Announcements Jack Brown, Chairperson
7.	6:45 pm	Closing Thoughts Jack Brown, Chairperson
8.	6:55 pm	Public Comments Jack Brown, Chairperson



Bicycle and Pedestrian Advisory Board

Monday, September 8, 2014

5:30 – 7 P.M.

777 E. Waterman, Building 200
 Wichita Transit Van Maintenance Facility
 Conference Room

Meeting Notes

Members Present: Maxine Bostic, Jack Brown, Jane Byrnes, Barry Carroll, James Crowder, Amy Delamaide, Tom Lasater, Tyler Stutzman, George Theoharis,
Members Absent: Jerry Jones
City Staff: Scott Wadle, MAPD
Guests: Scott Dunakey, PEC; Jim Martinson, Historic Delano; Nancy Lawrence, Historic Delano, Becky Robertson

Item	Description
1.	Call to Order: Jack Brown, Chairperson, called the meeting to order and welcomed City staff, Scott Dunakey, PEC, and guests.
2.	Approve Previous Meeting Notes: Maxine Bostic moved [Tyler Stutzman] to approve the August 11, 2014 meeting notes. Motion carried 9-0.
3.	Board Member Project Reports: 1) Mt. Vernon: the intersection at Oliver & Mt. Vernon is being reconstructed; bike lanes will be installed at a later date; 2) Bicycle Friendly City Designation: an application with letters of support will be submitted in the summer of 2015 subject to WCC approval; 3) Delano Bicycle Parking Plan-Phase II: will be advertised for bids on October 3 rd ; 4) Redbud Trail: anticipate opening bids on October 17th; 5) Delano/River Vista Apartments: the WCC will consider a revised plan in September- Barry Carroll agreed to track this project; 6) Delano Brownfield Application: an intern will work on the application to be submitted; 7) Douglas Design District: the City's Design Council has recommended approval of the concept from Washington to Grove [there is no designated funding as yet]; and 8) First & Second Bikeways: will be advertised for bids on October 3 rd .
4.	Wichita Pedestrian Master Plan, Scott Wadle, Senior Planner, showed a PowerPoint presentation and highlighted the main components of the plan. Board members were provided an 'Executive Summary' for review in advance of the meeting. Tom Lasater moved [Barry Carroll] moved to recommend approval of the Wichita Pedestrian Master Plan as submitted. Additional discussion was then held. Jane Byrnes suggested that the motion should be amended to include language suggested by the Wichita-Sedgwick County Access Advisor Board that reads as follows: <i>'Sidewalks must be installed or rehabilitated when any street is constructed, reconstructed, resurfaced, or restored. If a sidewalk is not to be installed or rehabilitated, any waiver of the installation of the sidewalk must be by a separate vote of the City Council.'</i> The majority of the members did not want to incorporate this language into the original motion. A vote was then taken; motion carried 7-0-2 [Jane Byrnes & George Theoharis abstained].
5.	Wichita Multi-Modal Policy and Street Design Guidance, Scott Dunakey,

	<p>Professional Engineering Consultants, showed a PowerPoint presentation and highlighted the main components of the project elements. Board members were provided a link to the document in the staff report. Mr. Dunakey stated that the proposed Wichita Multi-Modal Policy and Street Design Guidance would be a 'go to' document for City staff to use when designing a street. According to Mr. Dunakey, all modes of transportation [biking, walking and motorists] will now be considered and 'context sensitivity' will be used to decide the best street application. The proposed policy recommends the creation of a Multi-Modal Committee comprised of Department Directors [or their designees]. This committee will review all projects and will ensure that the appropriate street design, considering all modes of transportation, will be selected. In closing, Mr. Dunakey reported that the MAPC will consider this guidance on September 25th and the City Council on October 14, 2014. Maxine Bostic was very supportive and liked the flexibility and structure that the guidance will provide to City staff. Following a brief discussion, George Theoharis moved [Tom Lasater] to recommend that the City Council endorse the Wichita Multi-Modal Policy and Street Design Guidance as presented. Motion carried 9-0.</p>
6.	<p>Wichita Bicycle Tours, Scott Wadle, Senior Planner, provided members, in advance of the meeting, information on the following:</p> <ul style="list-style-type: none"> • Built Environment Conference: September 17-18th • Kansas American Planning Association: October 2nd • League of American Bicyclists visit: September 30th <p>Scott asked for members, whose schedules would permit, to help with the above tours. Several members agreed to help with the bike tour and meetings. Tom Lasater moved [George Theoharis] to issue invitations to the Mayor and City Council Members to attend League of American Bicyclists visit and presentation. Motion carried 9-0. A letter will be drafted and forwarded from the Chairperson, Jack Brown.</p>
6.	<p>Closing Thoughts: Jack Brown, Chairperson, asked for comments from the board.</p> <ul style="list-style-type: none"> • Bike/Ped Count: Barry Carroll stated that WAMPO will be conducting an official count on September 11 & 13 and volunteers are still needed. • Walktober: Jane Byrnes provided members with three handouts pertaining to Walktober, the 'Walking School Bus' initiative and medical prescription forms that will be issued by MDs to encourage walking by children and adults. Jane thanked everyone for their support and is hopeful that public health will be strengthened as a result of these three initiatives. • Board Vacancies: George Theoharis urged the board to advocate for the filling of the one vacant board position [District IV]. George believes it is imperative to have a full board! • Project Tracking: Jack Brown encouraged members to continue to track their assigned projects. In addition, Jack suggested that a subcommittee be formed and meet, periodically with City staff, and then provide a summary to the full board. • Board Roster: Staff provided an updated roster. If a member's term has expired, it is important to contact the Mayor's Office and asked to be

		<p>reappointed if desired.</p> <ul style="list-style-type: none"> • Armour Bike Boulevard: Barry Carroll reported that, in August, the DAB II board recommended approval of the City Engineer’s Plan as recommended by the WPBAB. According to Barry, it is important for proponents to attend public meetings. Jack Brown thanked the board members who attended the meeting in question. George Theoharis stated that he was pleased with the DAB II decision as well. • Discussion of the Format of the Agenda: Barry Carroll asked that a discussion of the public agenda’s placement within the agenda be discussed during the October meeting. Barry expressed concerns that the public agenda is at the very bottom and several members of the public have left meetings without having an opportunity to comment. Comments on the public agenda should be limited to five minutes but could be extended by majority vote, according to Barry.
7.		<p>Public Comments: Jack Brown, Chairperson, asked if anyone wanted to address the board.</p> <ul style="list-style-type: none"> • Becky Robertson, who lives in District IV, stated that she had completed and submitted an application to serve on the board. Board members thanked Ms. Robertson for her interest. <p>There be no further business, the meeting was adjourned at 7:31 pm.</p>

Respectfully submitted,



Barry Carroll,
WPBAB Secretary

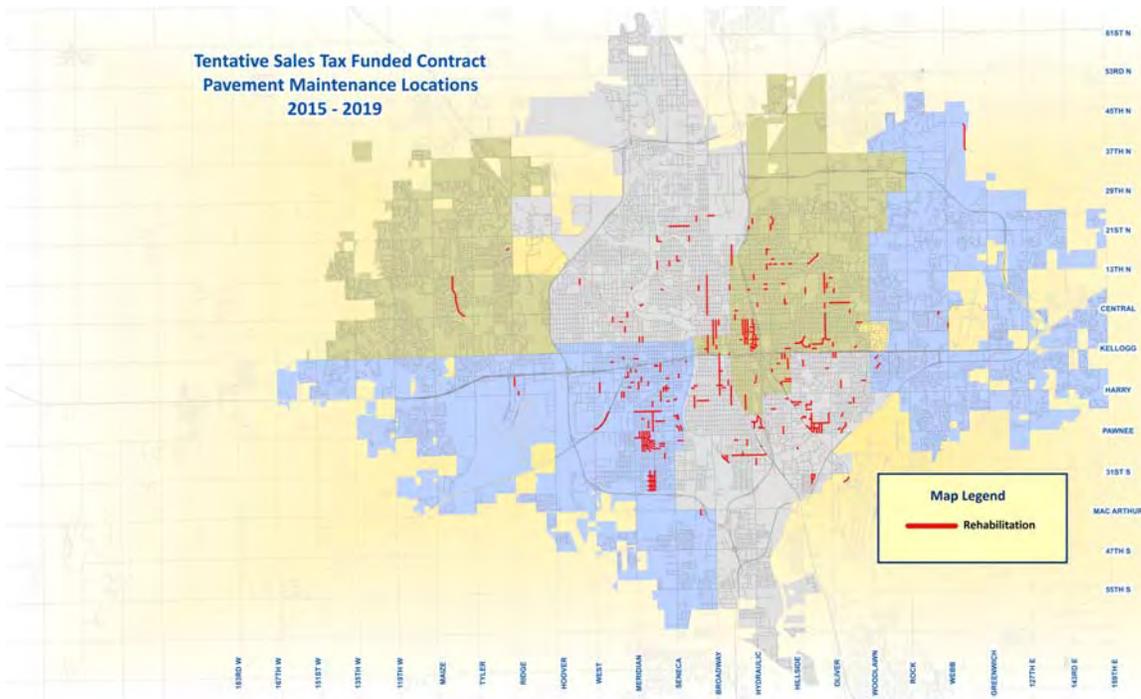
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PAVEMENT MAINTENANCE

Agenda Item #4

What is the problem? Wichita’s streets have been deteriorating in recent years. Proper maintenance of the street infrastructure is essential to protect the City’s capital investment and ensure public safety. The street network consists of more than 5,000 paved lane miles, and keeping those assets in an acceptable condition is a community priority. As road segments age and degrade, asset value decreases along with the years of remaining service life. Past funding fell short of what was needed to maintain the current condition of the streets, which has resulted in decreased asset value and remaining service life.

Why is this the best solution for the community? The sales tax would provide a one-time infusion of cash that would allow the City to rehabilitate and reconstruct neighborhood streets in the worst condition. Much of the annual maintenance funding has been used in the past to upgrade arterial streets, so the residential streets have some of the worst conditions in the city. The sales tax funds would be used to upgrade the neighborhood streets that serve Wichita residents. Approximately 111 lane miles would be rehabilitated with the sales tax funds.



What would improve as a result of this investment? There would be an immediate improvement in the condition of neighborhood streets around Wichita. The sales tax funding would complement the annual street maintenance budget, allowing an increase in street reconstruction and rehabilitation. Future residents would inherit a network of streets in better shape than would be possible without the sales tax funding.

Is there any related history that demonstrates success? Funding from the City’s portion of the Sedgwick County sales tax, enacted in 1985, has been used to reduce property taxes and expand the Kellogg Freeway, reducing commute times and providing a safer means of cross-town travel.

The City recently developed an enhanced approach to maintaining its streets that is estimated to save \$379 million in asset value over the next 40 years. The enhanced approach uses less expensive techniques, such as seal coats, to prevent further deterioration. Pilot projects over the past two years have provided a higher return on investment of the

City's annual maintenance funds. The approach better protects the remaining life of the existing streets. The additional sales tax funds would be used in conjunction with the enhanced approach to upgrade Wichita neighborhood streets in the most efficient and effective manner.

BUDGET

How would the money be spent? Streets in Wichita residential areas would see the benefits of the sales tax funding. The funds would pay for reconstruction and rehabilitation of some of the worst streets in the community.

This proposal is for 7% of the 1 cent proposed sales tax, or an estimated \$27.8 million in sales tax revenue generated over the five year sales tax period. Funds would be dedicated toward 111 lane miles of residential city street reconstruction and rehabilitation.

What happens at the end of five years? With the one-time infusion of sales tax dollars, the City will improve the condition of the city's most deteriorated streets. The City will also improve the condition of residential streets allowing them to be maintained within the City's annual street maintenance budget.

ACCOUNTABILITY

Who would be in charge of making sure the money is used as described? A Citizen Oversight Group would monitor expenditures and outcome targets for all sales tax programs/projects. Specific to pavement maintenance, City staff would track pavement conditions and report outcomes to the City Council on a continual basis.

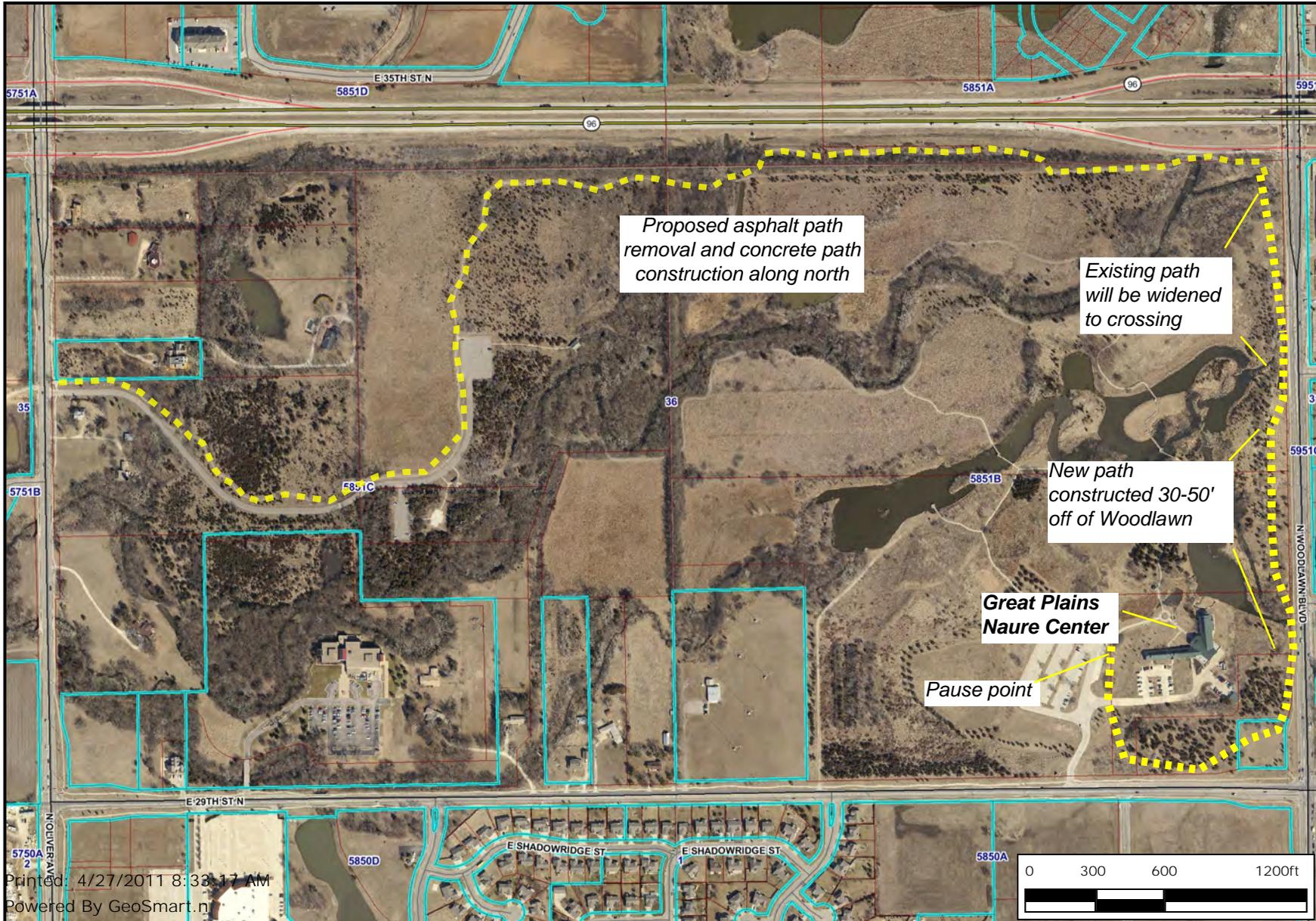
BENEFITS

How would it benefit the residents of the city/community? Wichita residents and businesses rely on the street network to provide critical transportation capacity, which includes residential as well as arterial streets. Neighborhood streets would be better maintained, affording a smoother and safer ride. The City would be more effective at its efforts to maintain streets in the future.



Chisholm Creek Park South

Agenda Item #5



- Property Parcels
- Lot Block
- Subdivisions
- Roads
 - State Highway
 - US Federal Highway
 - Interstate
 - KTA
 - Arterial
 - Collector
 - Minor
 - Ramp
- Township and Range
- Section
- Quarter Section
- SDERASTER.S-
DEDATA.ORTH-
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- SDERASTER.S-
DEDATA.ORTH-
O
- City Limits**
 - Andale
 - Bel Aire
 - Bentley
 - Cheney
 - Clearwater
 - Colwich
 - Derby
 - East borough
 - Garden Plain
 - Goddard
 - Haysville
 - Kechi
 - Maize
 - Mount Hope
 - Mulvane
 - Park City

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