

Bicycle and Pedestrian Advisory Board

Monday, March 14, 2016

5:30 – 7:35 P.M.

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



Agenda

Item	Time	Description
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	Public Comments <ul style="list-style-type: none"> • Council Member Pete Meitzner –Redbud Path • Jim Martinson – Chisholm Trail • Others
4.	5:50 pm	Bikeway Project Designs: Market and Topeka, 9th and McLean, Green Street, Pattie and Douglas Crossing Paul Gunzelman, Assistant City Engineer, will provide an overview of the proposed designs for the Market Street and Topeka Street bikeways from Kellogg to Mt. Vernon and other projects.
5.	6:20 pm	I-235 and Kellogg Interchange Project Update Gary Janzen, City Engineer, will present an update on the status of the KDOT I-235 and Kellogg project.
6.	6:35 pm	Big Ditch and Active Transportation Use Jeff Vanzandt, Assistant City Attorney, will be present information about the legal restrictions for use of the Big Ditch, and options for actions to change allowed uses.
7.	6:55 pm	WPAB Recommendations Letter for 2017-2026 CIP Scott Wadle, Senior Planner, will facilitate a discussion with the opportunity for the WPAB to identify the priority bicycle projects for the next 10-year City Capital Improvement Program. Mark Manning and Gary Janzen will be there to support the discussion.
8.	7:20 pm	Board Member Project Reports Jack Brown, Chairperson
9.	7:30 pm	Announcements Jack Brown, Chairperson
10.	7:35 pm	Closing Thoughts Jack Brown, Chairperson

Notice – City Council Members may attend this meeting.



Bicycle and Pedestrian Advisory Board

Monday, February 15, 2016

5:30 – 7 p.m.

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

Meeting Notes

Members Present: Melany Barnes, Jack Brown, Barry Carroll, Amy Delamaide, Russell Fox, Jerry Jones, Tom Lasater, George Theoharis, Tyler Stutzman
Members Absent: Maxine Bostic, James Crowder
City Staff: Scott Wadle, MAPD, Tricia Thomas, WAMPO, Gary Janzen, Public Works & Troy Houtman, Park Department
Guests: See below

<u>Item</u>	<u>Description</u>
1.	Call to Order: Jack Brown, Chairperson, welcomed City staff and guests.
2.	Approve Previous Meeting Notes: Jerry Jones moved [Jack Brown] to approve the January 11, 2016 meeting notes. Motion carried 9-0.
3.	Public Comment - Need for Additional Bicycle Parking: Jane Byrnes suggested that some existing car parking slots could be designated for bicycle parking. According to Ms. Byrnes, several bicycles could be parked in one car parking slot. This plan would likely require a zoning code change. The board thanked Ms. Byrnes for her comments.
4.	Discussion of WAMPO 2015 Bike/Ped Count Results: Tricia Thomas, WAMPO, reported the following: a) the count was taken over a two-day period; b) there were 35 sites; 3) there were 60 volunteers; 4) 31 of 35 sites were staffed by volunteers; 5) there were 2,825 individuals tracked; and 6) 66% were pedestrians. According to Ms. Thomas: a) there was an 11% increase from 2014 to 2015; and b) there has been a 45% increase in bike/ped activities since 2012! The board thanked Ms. Thomas for her efforts on behalf of the bike/ped community.
5.	Discussion of the 'Big Ditch; and Active Transportation Uses: Jennifer Magana, Director of Law, had been invited but was not in attendance. The board tabled discussion of this item until a future meeting.
6.	Discussion of I-235 and Kellogg Project Update: Gary Janzen, City Engineer, reported that after several meetings with KDOT staff, a decision was made to keep the 'rail trail bridge' in place! According to Mr. Janzen, the City and KDOT will develop a Memorandum of Understanding [MOU] that will incorporate changes in the original 'red phase' plan for the interchange. The board thanked Mr. Janzen for his good work and update.
7.	Request to Update the Wichita Master Bicycle Plan to Include the Former Railroad Bridge at I-235 & Kellogg: Matt Freund, Prairie Travelers, asked the board to amend the Master Bicycle Plan to include this item. Mr. Freund suggested that the Prairie Sunset trail be eventually connected to the Delano community, Friends and Kansas Newman universities. Following a brief discussion, Barry Carroll moved [Tom

	<p>Lasater] to recommend that the City Council endorse the following update to the Wichita Bicycle Master Plan:</p> <ol style="list-style-type: none"> 1. Make the following segments of the Redbud Path the Top Priority Off-Street (Shared Use Path) Bicycle Facilities <ul style="list-style-type: none"> • Redbud Path – Woodlawn Avenue to Rock Road • Redbud Path - K-96 Path to 159th Street 2. Remove the Redbud Path from Rock Road to the K-96 Path from the Priority Bicycle Network. 3. Add the Redbud Path from the K-96 Path to 159th Street to the Priority Bicycle Network. 4. Add the following bikeway to the Wichita Bicycle Network maps contained within the Bike Plan. <ul style="list-style-type: none"> • Prairie Sunset Trail from Hoover to South Bebe Street/West Irving Street and to West Street – utilizing the former railroad bridge (former RR bridge) and through the Kellogg (US-54) and I-235 Interchange.
8.	<p>Discussion of Bikeways Definitions and Costs: Scott Wadle, MAPD, provided board members with an overview of bikeways definitions and costs. Jerry Jones suggested that the City consider using crushed limestone on trails in an effort to reduce construction costs. The board received and filed the report.</p>
9.	<p>Discussion of Priority Bicycle Projects and Funding: Scott Wadle, MAPD, facilitated a discussion of the captioned item. Currently, Bike Enhancements accounts for approximately 0.6% of the 2015-2024 CIP. The Bicycle Master Plan estimated that the cost to construct the 10-year Priority Bicycle Network is approximately \$18M. The following was discussed: a) need for additional funding; 2) need it identify specific projects; 3) CIP percentage ‘benchmarks’ from other similar sized cities; 4) ongoing need for maintenance; 5) public/private partnerships; 6) funds needed from both the Operating and CIP budgets; 7) timing for input into the CIP process; and 8) the need to communicate with the City Council. Following a wide ranging discussion, Jerry Jones moved [Maxine Bostic] to direct the Board Chairperson to forward a letter to the City Council regarding priority bicycle projects and funding. Motion carried 9-0.</p>
10.	<p>Discussion of Priority Walking Infrastructure Improvements: Scott Wadle, MAPD, facilitated a discussion of the captioned item. Scott provided a document with several strategies taken from the Master Pedestrian Plan for review. After considerable discussion, Amy Delamaide moved [Melany Barnes] to direct the Board Chairperson to forward a letter to the City Council regarding priority walking infrastructure strategies #4 [sidewalks along arterial streets]and #11 [safety corridors]. Motion carried 9-0.</p>
11.	<p>Discussion of Project Tracking and Tools: Barry Carroll, Secretary, provided a draft tracking document for review. The board agreed that it is very important to track</p>

	the various bike/ped projects.
12.	<p>Board Members Project Reports:</p> <ul style="list-style-type: none"> • Redbud Trail (Bostic): Artwork and landscaping still need to be completed. • Douglas Design District (Amy): The City has received HSIP funds for the improvement of the Douglas and Hydraulic intersection! • Market & Topeka Bikeways (Carroll): Construction has commenced! • Armour Bikeway [Crowder]: The work has been completed! • Woodchuck: Open bids in October 2015 • East Kellogg Expansion Project [Lasater]: Utility re-location work has started. • Prairie Sunset Trail (Stutzman): The trail is being extended eastward. • WAMPO/TAC Meeting: Jack Brown routinely attends this meeting.
13.	<p>Announcements:</p> <ul style="list-style-type: none"> • Bicycle Ordinance Update: Jerry Jones and George Theoharis met with a representative of the WDDC and asked if bicycles on sidewalks have created any problems? According to the WDDC representative, there have been no problems reported. The board received and filed the report. • Flood Control Levees: Jerry Jones asked that the board invite a representative from the City to explain why bicycles are not permitted to ride on the levees? Jerry noted that several communities in the state permit bicycling on levees and would like to explore this matter at a future board meeting.
14.	<p>Closing Thoughts:</p> <ul style="list-style-type: none"> • Due to the length of the meeting, there were no 'closing thoughts.'

The next regularly scheduled meeting will be held on Monday, **March 14, 2016**.

There being no further business, the meeting was adjourned at **8 pm**.

Respectfully submitted,



Barry Carroll,
WBPAB Secretary

Members of the Public

1. Hoyt Hillman
2. Jane Byrnes
3. Matt Freund
4. Lonny Wright
5. Greg Mahoney
6. Alan Kailer
7. Larry Ross

Wichita Bicycle and Pedestrian Advisory Board

March 14, 2016

TO: Wichita Bicycle and Pedestrian Advisory Board Members

FROM: Wichita-Sedgwick County Metropolitan Area Planning Department

SUBJECT: Priority Wichita Bicycle Infrastructure Projects and Funding

Recommendation: It is recommended that the Wichita Bicycle and Pedestrian Advisory Board make recommendations to the City concerning: 1) the top priority Wichita bicycle projects and 2) total City of Wichita transportation investments for bicycling infrastructure.

Background: On February 5, 2013, the Wichita City Council endorsed the Wichita Bicycle Master Plan (Bike Plan) as a guide for how the City can help make getting around the City on a bicycle easier, safer, and more convenient. The Bike Plan recommends that the City construct a 10-year Priority Bicycle Network (see the [Bike Plan Appendix B](#)) in order to develop a connected network that provides access to neighborhoods and activity centers in the city; and connects them to the region.

On December 2, 2015, the Wichita City Council endorsed the Wichita Multi-Modal Policy. The Multi-Modal Policy recommends that the City consider all modal transportation networks for every project within the street right-of-way or access easements as an opportunity to improve the multi-modal transportation system.

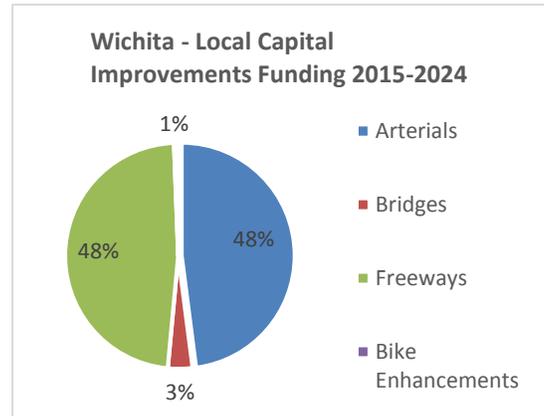
In late 2015, City staff begin the process of developing a draft Wichita Capital Improvement Program (CIP) for the years 2017-2026. The CIP is a budget document that provides an overall 10-year plan for capital assets (i.e. roads, bikeways, etc.) and a plan to finance those projects. To fund the CIP, the City uses general obligation (GO) bonds and notes, revenue bonds, sales tax-backed GO bonds, grants from the federal and state governments, and funding from other entities. The CIP is typically developed through a multi-step process. A City CIP Committee, meets and develops the project plan for the term of the program. Each City department requests projects related to the respective department's goals and responsibilities. The projects are reviewed according to criteria (found on page 21 of the Adopted 2015-2024 CIP). Upon completion of the CIP Committee draft, the recommendations are forwarded to the City Manager and then to the City Council. A public hearing is held and the City Council formally adopts the CIP.

Analysis: This analysis is divided into two components – funding amounts and priority projects.

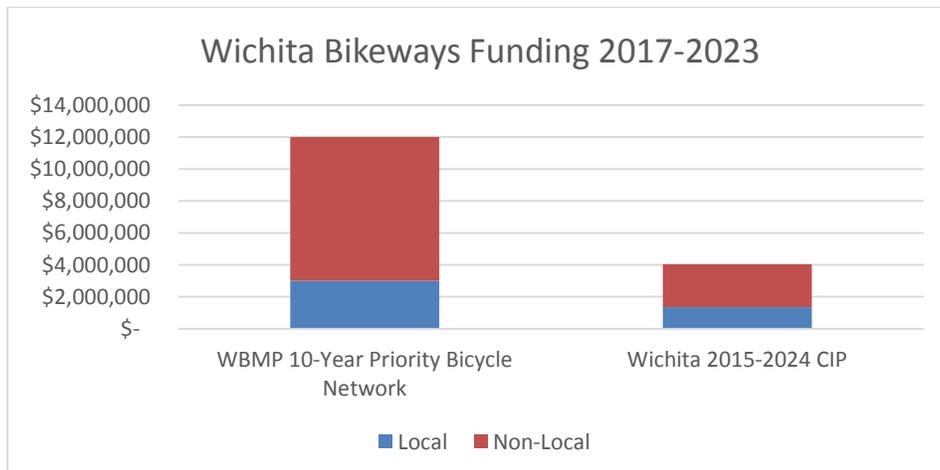
Bikeways Improvements Funding Amounts: The 2015-2024 CIP plans for the expenditure of approximately \$1.8 billion over 10 years. Below is a table from the 2015-2024 CIP (page 17) that shows the Proposed CIP expenditures by general area and source.

CIP EXPENDITURES BY AREA AND BY SOURCE						
AREA	GO BONDS	LST FUNDS	UTILITY FUNDS	OTHER	FED / STATE	TOTAL
Airport	\$0	\$0	\$27,055,740	\$910,000	\$41,691,965	\$69,657,705
Arterials	\$89,683,833	\$112,000,000	\$0	\$306,847,605	\$58,209,876	\$566,741,314
Bridges	\$14,617,043	\$0	\$0	\$0	\$1,282,957	\$15,900,000
Freeways	\$6,000,000	\$193,000,000	\$0	\$0	\$162,000,000	\$361,000,000
Parks	\$50,009,390	\$0	\$0	\$0	\$0	\$50,009,390
Public Facilities	\$129,627,000	\$0	\$0	\$21,400,000	\$0	\$151,027,000
Sewer	\$0	\$0	\$238,912,217	\$0	\$0	\$238,912,217
Stormwater	\$0	\$0	\$9,650,000	\$8,400,000	\$7,500,000	\$25,550,000
Transit	\$2,316,250	\$0	\$0	\$4,684,223	\$12,609,677	\$19,610,150
Water	\$0	\$0	\$378,486,417	\$0	\$0	\$378,486,417
Total	\$292,253,516	\$305,000,000	\$654,104,374	\$342,241,828	\$283,294,475	\$1,876,894,193

The current 2015-2024 CIP programs funding for stand-alone bikeways (not undertaken as part of another project – i.e. bike lanes installed as part of a street repaving project) under the line item Bike Enhancements, contained within the Arterials section of the CIP. This line item includes \$450,000 in local funding and anticipates \$900,000 non-local funding on odd numbered years (every other year) from the year 2017- 2024. The Bike Enhancements line item accounts for approximately 0.6 percent of the local sales tax and general obligation bonds funding programmed in the 2015-2024 CIP for arterials, bridges, and freeways.



Accounting for both the City and non-City funding for the Bike Enhancements CIP line item, there is a funding gap between the amount of funding programmed and the estimated cost to construct the 10-Year Priority Bicycle Network recommended in the Bike Plan. The Bike Plan includes estimates in Appendix C that the costs to construct the 10-Year Priority Bicycle Network are approximately \$12.5 million. The graph below shows a comparison of the two. As indicated in the 2015-2024 CIP, additional funding will be necessary to fully implement the Wichita Bicycle Master Plan Priority Bicycle Network within the recommended 10-year timeframe.



Additionally, the funding gap is projected to be greater than the difference between the Bike Plan and the 2015-2024 CIP due to the limited ability to secure federal transportation funding. Historically, federal transportation funding has provided the majority of non-City funding for the construction of new bikeways. Federal transportation funding allocated for the Wichita region is administered through the Wichita Area Metropolitan Planning Organization (WAMPO) and programmed through the Transportation Improvement Program (TIP). The current 2015-2018 TIP programs funding for one stand-alone bikeway (\$70,200 for 17th and 18th Streets). This is less than the \$900,000 estimated every other year in the 2015-2024 CIP.

Multi-Modal Policy Improvements Funding Amounts:

The City of Wichita Multi-Modal Policy recommends that the City consider all modal transportation networks for every project within the street right-of-way or access easements as an opportunity to improve the multi-modal transportation system. City new construction projects typically consider implementation of the Bike Plan as part of the design process and the costs of routine accommodation for bikeways are included in the overall project costs. Substantial maintenance projects with opportunities for adding new or improving existing bikeways require additional non-maintenance funding for the bikeway changes to take place, per the [Street Design Guidelines Appendix A](#). The City currently does not have funding specifically programmed to provide for the implementation of bikeway changes through substantial maintenance projects.

Bikeways Maintenance Funding Amounts:

In addition to funding new construction, substantial maintenance projects/programs have been funded through the City CIP. The City is currently undertaking a process to determine the maintenance needs of the City's path network. In the 2016-2017 Adopted Budget, the City programmed \$150,000 for expanding bikeway maintenance. No other funding is specifically identified in the City budget or CIP to maintain the Wichita Bicycle Network.

Priority Projects: Bicycle infrastructure projects can generally be divided into the following four categories of projects described below.

Project Type	Description
New Bikeways	Construction of bikeways where they did not exist before <ul style="list-style-type: none"> • Routine accommodation (as part of other projects) • Stand-alone (not as part of other projects)
Maintenance	Major and routine activities to keep infrastructure safe and to meet community standards for usability
Enhancement	Changes to existing bikeways that may include substantial changes in design; introduction of new elements; modification of existing elements
Crossings / Intersections	Changes to bridges, intersections, etc.

The Bike Plan, 2015-2024 CIP, and the Wichita Parks Recreation, and Open Space Master Plan include a listings of recommended Top Priority Bicycle Facilities. In addition, the City collected input about the top priority bicycle facilities during an open house held on May 27, 2014. The event included opportunities for participants to vote on the top priority bicycle facilities. The results of the open house event are posted on the City's webpage.

Financial Considerations: The CIP plans for the expenditure of approximately \$1.8 billion over 10 years. The current funding allocations in the City CIP and WAMPO TIP are less than the estimated costs to construct the 10-Year Priority Bicycle Network recommended in the Bike Plan.

Legal Considerations: None at this time.

Attachments / Links:

- A. Adopted 2015-2024 CIP (link below)
 - a. <http://www.wichita.gov/Government/Departments/Finance/FinancialDocuments/2015-2024%20Adopted%20CIP.pdf>

- B. Wichita Bicycle Master Plan – 2014 Public Open House Report (link below)
 - a. <http://www.wichita.gov/Government/Departments/Planning/PlanningDocument/WBMP%202014%20Open%20House%20Report%20-%20Final.pdf>

- C. Wichita Bicycle Master Plan and Appendices (link below)
 - a. <http://www.wichita.gov/Government/Departments/Planning/Pages/Bicycle.aspx>

- D. WAMPO 2015-2018 Transportation Improvement Plan (link below)
 - a. <http://www.wampo.org/Work/OW%20Documents/A5%202015%20TIP.pdf>

- E. Wichita Parks, Recreation, and Open Space Plan (link below)
 - a. <http://www.wichita.gov/Government/Departments/Planning/Pages/PROSPlan.aspx>

- F. Wichita Street Design Guidelines (link below)
 - a. <http://www.wichita.gov/Government/Departments/Planning/Pages/Multi-ModalPolicyandStreetDesignGuidance.aspx>



WBPAB Members:

Jack Brown, Chair
Jerry Jones, Vice
Chair
Barry Carroll,
Secretary
Melany Barnes
Maxine Bostic
Jane Byrnes
James Crowder
Amy Delamaide
Thomas Lasater
Tyler Stuzman
George Theoharis

The Wichita Bicycle and Pedestrian Board shall advise the Mayor; City Council; City Manager; all departments; all offices of the City; City Boards and committees; and other public agencies that provide services within the City, on matters related to bicycling and/or walking and the impact that their actions may have on the bicycling and/or walking environment.
City of Wichita
Ordinance 490441

The Wichita Bicycle and Pedestrian Advisory Board (WBPAB) recommends that the City Council program funding in the new 2017-2026 CIP to undertake the following projects:

- Multi-Modal Accommodation During Maintenance Projects
- Bikeways Projects (at-least 1 per year – see listing below)
- Enhanced Maintenance Projects and Spot Fixes
- Crossings / Intersections

Below is a description of the projects recommended for funding in the 2017/2026 CIP.

- **Multi-Modal Accommodation During Maintenance Projects**

This CIP line item would provide funding to make bicycling and walking improvements during maintenance projects (i.e. adding bike lanes during a repaving project, adding sidewalks during a repaving project, and/or adding curb extensions for transit stops during a paving project). Installing multi-modal improvements as part of other projects typically the most cost effective implementation strategy. The City Council endorsed Multi-Modal Policy provides guidance and more information about multi-modal accommodation during maintenance projects.

- **Bikeways Projects (New and Enhancement of Existing)**

Specific projects would follow as decided by the board, examples;

- Redbud,
- Prairie Sunset,
- etc.

- **Enhanced Maintenance Projects and Spot Fixes**

This CIP funding would provide for enhanced maintenance of bikeways and spot fixes where necessary. The City of Wichita has made a substantial investment in many bikeways. The bikeways require maintenance, and in some cases upgrading to meet the latest standards and best practices. Prioritizing maintenance activities will help improve safety, use, and the life-cycle of the bikeways.

- **Crossings / Intersections**

This CIP funding would improve crossings and intersections along bikeways. Crashes involving bicyclists and motor vehicles occur more frequently at intersections and crossings. Improving intersections can be one of the single best ways to reduce bicycle / motor vehicle crashes while encouraging more



Wichita Bicycle & Pedestrian Advisory Board

www.wichita.gov/LivePlay/Bicycle



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bicycle trips. The WPAB recommends the following intersection and crossing locations for improvements.

- Example 1
- Example 2
- Example 3

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Wichita Bicycle & Pedestrian Advisory Board

www.wichita.gov/LivePlay/Bicycle



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City of Wichita
Ordinance 490441

February 16, 2016

RE: Priorities Walking Infrastructure Improvements - Wichita Bicycle and Pedestrian Advisory Board 2017-2026 Wichita Capital Improvement Plan Recommendations

Mayor and City Council Members:

The Wichita Bicycle and Pedestrian Advisory Board recommends that the City Council program funding in the new 2017-2026 CIP to undertake the following projects.

- **Sidewalks and Wheelchair Ramps** - continue to fund the CIP Arterial SW/WCR line item, which funds the installation of sidewalks along arterial streets and installation of wheelchair ramps. This funding helps implement Strategy 4 of the Pedestrian Master Plan.
- **Central Avenue Corridor Pedestrian Safety Improvements** - add funding for a new project to plan, design, and install pedestrian safety improvements along Central Avenue. The Pedestrian Master Plan identifies Central Avenue as the top corridor in the City for the number of crashes involving motor vehicles and pedestrians (2 fatal crashes and 61 injury crashes from 2008 – 2012). Installation of proven crash countermeasures will help to improve the safety of everyone - including children walking to school, seniors, and transit riders. This project will help to implement Strategy 11 of the Wichita Pedestrian Master Plan.

The council approved the Wichita Pedestrian Master on November 4, 2014. The plan recommends actions for the City to help make walking safer, to improve connections, and to promote walking. Programming funding in the CIP for infrastructure improvements is important to implementing this important City Plan and the safety of Wichita residents.

For the board,

Jack Brown, Chair

Wichita Bicycle and Pedestrian Advisory Board

2016 Project Tracking List

Project	Board Member	Contact Name	Contact Number	Contact Email	Notes <ul style="list-style-type: none"> • On-time? • Next steps? • Milestone dates? • Not started? 	Funding Source
Tyler - 29 th to 37 th Street	Tyler Stutzman	Shawn Mellies	268-4632	smellies@wichita.gov		
Tyler – Maple to Central	Tyler Stutzman	Paul Gunzelman				
143 rd – Kellogg to Central	Tom Lasater	Shawn Mellies	268-4632	smellies@wichita.gov		
Meridian – Pawnee to McCormick	George Theoharis	Tim Davidson	268-4455	tdavidson@wichita.gov		
17 th – Hillside to Oliver	Crowder – Bostic?	Paul Gunzelman				
Pawnee – Hydraulic to Grove	George Theoharis	Tim Davidson	268-4455	tdavidson@wichita.gov		
37 th , Oliver to Woodlawn	James Crowder?					
127 th , 13 th to 21 st	Tom Lasater					
Mt. Vernon [bike lane], Hillside to the west	George Theoharis					
Greenwich, Harry to Pawnee	Tom Lasater					
2 nd – Main to Washington?	Amy Delamaide	Paul Gunzelman				
Douglas Design District	Amy Delamaide	Paul Gunzelman				
Bicycle Wayfinding System Plan	Jack Brown	Scott Wadle				
Street Safety Education Initiative	Barry Carroll	Scott Wadle				
Wichita-Sedgwick County Comprehensive Plan	Jack Brown	Dave Barber				

